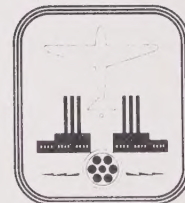


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GENERAL PLAN
CITY OF BURBANK, CALIFORNIA



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June, 1964

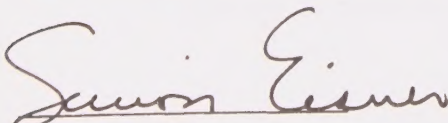
We are pleased to submit to you the proposed amended General Plan for the development of Burbank. The Plan consists of three parts:

- I. The Foreword, which is an introduction and explanation of the Plan.
- II. The General Plan text, which includes the statement of community objectives and planning policies that are proposed for adoption by the Board and Council. This section contains no extraneous material, supporting data or commentary. It is limited exclusively to the precise statements of intent and policy. These statements have been written as a text which might be officially adopted. The General Plan Map, which is a basic part of the General Plan, is attached.
- III. The Appendix, which contains data and procedures used in the development of the Plan and recommendations for carrying out the Plan. The value of this material lies in its ability to be constantly kept up to date with new data, statistics and planning studies. This section would not be adopted, but should instead be considered as a supplementary report to the Plan.

We express our appreciation to the City Council, Planning Board, Planning Department Staff and the many public officials and citizens who have participated with us in the development of the proposed General Plan.

Sincerely,

EISNER - STEWART AND ASSOCIATES



Simon Eisner

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FOREWORD

FOREWORD

Purpose for Planning

Planning is the continuous process of guiding land development in accordance with established policy and towards predetermined objectives. It represents a conscious effort to shape the physical environment for the welfare of those who live and work in the community.

Planning considers all major physical elements and affects both public and private property. Each of the many aspects to be examined must be analysed in light of its relationship to the whole in order to achieve the opportunities which are available.

Opportunities for Planning

Burbank is rich with valuable assets. It has an excellent, diversified industrial base. It has a high standard of residential development. It has a fine school system, and an excellent group of parks. It is endowed with an untouched mountain area which provides the city with a fine visual backdrop, as well as an excellent future recreation potential.

There will be many changes in the next twenty to thirty years. If properly and conscientiously planned for, these changes can materially benefit all of the people of the city. The City of Burbank through the policies of its municipal government and with the support of its citizens, can mold its own future. The ability of the city to carry out a program of action has been vividly demonstrated in the ten year Capital Improvement Program started in 1955. Under the same type of coordinated and responsive effort, Burbank can realize its full potential.

There are many opportunities for planning which exist and which could produce a new vitality throughout the City.

The City Center. Great improvements can be made in the City Center, through both public and private action. All Burbank will profit from a revitalized downtown with ample parking and proper traffic circulation. This area can become an important regional shopping area, offering attractive and selective shopping with pedestrian ways and landscaping and with the potential drawing power of new cultural and institutional facilities. There is no limit to the appeal and attractiveness which can be created in this area.

Mountain Area Potential. The combination of the public and private lands which make up the Mountain Area, constitutes Burbank's largest single natural resource. The relationship of the DeBell Golf Course, the Castaway Restaurant, and the Starlight Bowl indicates the opportunity for development when full advantage is made of the mountain location and the view. This recreation potential in the mountain area public land has been partially realized and its full potential as a major attraction is great. Further development of this specialized mountain recreation area, can produce a feature of regional prominence.

Park and Recreation Facilities. Burbank's foresight in acquiring and developing its parks and superior recreation facilities can be extended into the future to provide additional facilities particularly for the areas of higher density. The quality of apartment development will achieve a very high level when there is adequate public and private space for leisure activities and recreational pursuits.

Residential Areas. The residential areas containing stable, well-built, single family homes are a primary community resource. With careful planning and positive community objectives Burbank need not be overcrowded. The right types of apartment development in the proper locations can provide for a growing population without diminishing or destroying the character of the single family areas, and without taxing municipal services beyond their capacities. In the long range planning of Burbank the improvement and expansion of public facilities must keep pace with the population growth. When the holding capacity population set forth on the General Plan has been reached this will mean that there is a desirable balance between the land area of Burbank, the number of people, and the capacity of public facilities and a minimum of friction and congestion.

Industrial Development. Industry is the economic backbone of Burbank and as such it requires special consideration of current needs and future potential. The present trend in industrial development indicates greatly improved standards of environment, industrial buildings with park like grounds, and a greater concern for exterior appearance which can benefit both the employees and the adjacent areas. A suitable amount of land must be designated for industrial expansion and these areas must be regulated to eliminate conflicting and unrelated non-industrial uses.

The Airport. The Lockheed Airport is an important asset to the city. With major improvements, the entrances to the airport can be attractive

gateways to the city for an increasing number of air traveling passengers. Further, in this air age, industries located in Burbank will have increasing dependence on the airport for the transportation of both material and personnel.

Community Appearance. The appearance of a city is perhaps the most indicative criterion of the quality and character of the city. There are many, varied opportunities for the improvement of the visual qualities of the city. This is not a massive task since Burbank has the potential, but it will require a steady application to the process of improvement by both public and private elements. The major boulevards of Burbank can be beautiful, tree-lined avenues with attractive store fronts. The introduction of well designed building groups with landscaped sites can help to change the visual quality of these major streets into the dignified and desirable physical character which the people of Burbank deserve.

Function of the Plan

In order to achieve the opportunities available there must be an official framework within which Council and the Administration can carry on successive and more detailed steps in the planning process. The General Plan (map and text) is this official framework or guide.

One of the most important responsibilities given to the Planning Board by the State Planning Law is the preparation and maintenance of a General Plan for the city.

The original General Plan (or Master Plan) for the City of Burbank was adopted by the Planning Board in July 1945 and amended January 1951 and May 1956. The Plan consisted of a circulation element which indicated major and secondary streets and a community facilities plan which showed the location of existing parks and public buildings. The Zoning Map was adopted as the Land Use Plan. (See Section 12-202. Adoption of Master Plan, Chapter 12 of the Municipal Code City of Burbank.)

The current amendment to the Plan is intended as a comprehensive document setting out the objectives and principles regarding coordinated future development, growth and change for the city.

This Plan is a guide to the orderly growth, improvement and future development of Burbank. It shows what the goals are for the City of Burbank and it outlines the general measures whereby these goals can be attained.

The value of the Plan lies in its being:

Comprehensive by coordinating all the elements of the city, so that in the development and improvement of each particular area there is a close relationship to the other elements and to the city as a whole.

Flexible by taking into account and being able to adjust to unforeseen circumstances, in local and regional trends, and to particular circumstances of city development as they arise. Since the Plan is general in its content, future changes which affect the city can be accommodated by following prescribed procedures.

Long Range by establishing general policies and important community objectives based on detailed research and study, which can guide the processes of implementation for many years to come.

It is the purpose of the Plan to show the long-range, desirable development, so that each element of the Plan can be implemented as a part of the steady process of city growth and progress. Some of the elements may require accelerated action as a need arises, others may be held in abeyance until the city feels the time is appropriate. But the framework, organization, and regulative processes for these particular elements of the Plan will be available as a foundation for use at any of the stages of implementation.

Authority for the Plan

The State Conservation, Planning and Zoning Act (Article 7, Section 65462) sets forth the elements which together make up the General Plan. These include the General Plan Map, the text describing the map and objectives, principles and standards. The elements to be included are a land use element, a circulation element, and standards of population density and estimates of future population. Maps, diagrams, and charts in support of the proposals also form part of a plan.

The law also indicates a number of optional elements applicable to the community which may be incorporated as part of the General Plan as set forth in Sections 65463 to and including Section 65473 of the State Conservation, Planning and Zoning Act.

Contents of the Plan

The General Plan is a statement of development policies and community objectives. It contains the following:

1. Assumptions about the future of the community.
2. Community goals and objectives.
3. The features of the Plan:
 - a. A land use element which designates the proposed distribution, general location and extent of the uses of land within the City. These include land for residential, commercial, and industrial uses.
 - b. A circulation element which is properly related to the various land use elements to achieve maximum efficiency and to minimize conflicts. It consists of the general location and extent of existing and proposed thoroughfares, transportation routes and other public facilities, which is coordinated with the plans for neighboring cities and with the County and State.
 - c. The Public Facilities Element which deals with those special uses and facilities that relate directly to the city's responsibility to its residents. This includes schools, parks, libraries, fire and police, civic and cultural facilities. The ultimate population and the distribution of land uses are the basis for the number, size and general location of these public facilities.

Method of Planning Proposals

Within each of the elements the Plan establishes objectives and development policies.

1. Objectives are the broad purposes and intent within each of the various elements of the Plan. They prescribe both the reason for the designation, and the future goal.
2. Policies provide the various methods and techniques necessary to achieve and implement the Plan. In some cases these

include precise and detailed definitions of the various elements in the Plan indicating the general criteria for space, size, location, particular type of use, traffic considerations, density and intensity of use.

All of these, including the General Plan Map, go to make up a coordinated series of policy statements for the city. When adopted these will become the public policy of the City of Burbank.

Additional Material. The appendices contain supplementary material, in support of the Plan; programs for implementing the Plan, and references used in the preparation of the Plan. Since this material is data and procedures, and not policy, it does not form part of the adopted General Plan. This material may thus be kept up to date, without requiring amendment to the Plan.

Interpretation of the Map

The general nature of the Plan is subject to some qualification. Some of the lines in the Map are rigid and definite, others are flexible. For example, proposed parks and library locations are general proposals; the exact property to be acquired may be flexible, but the relationship to the area served must be preserved.

Curving lines on the Map, indicate that the boundaries of an area are flexible; a few lots in either direction will not seriously affect population estimates, relationships to surrounding area, or need for public facilities. On the other hand, where the extent of a land use area is defined by a street or by what is obviously a rear lot line, the intent of the Plan is that these boundaries should be observed.

Use of the Plan

The Amended General Plan is the established policy for the City of Burbank when adopted by the Planning Board and City Council. Thus the city government and administration is responsible for the implementation of the Plan. Community objectives must be carefully reflected and protected in the regulations which the city enacts and which it enforces.

The Planning Board must respect the policies adopted by the Council in their evaluation of proposals for public and private development, abiding by the Plan as long as its policies remain unchanged.

The General Plan provides a basis for an intelligent course of action by enabling Council to proceed with specific projects with a clear and consistent understanding of the goals they wish to achieve. It also enables public and private agencies to relate their development to the principles and objectives expressed in the Plan.

The General Plan is a working guide for city officials and administration by clearly establishing community policies, and by the specification of public standards for the implementation of these policies. New trends and developments will call for continued review of the General Plan by the Planning Board and Council.

The implementation of the Plan can begin immediately with fulfillment of current needs, correction of critical community problems, and with the establishment of regulative and administrative processes which will set the stage for future accomplishments.

Adoption of the recommended amendments to the Zoning regulations will be one of the first steps. Guided by the General Plan, the Zoning Ordinance can begin to fulfill one of its primary purposes: that of implementing the land use objectives and policies contained in the Plan.

GENERAL PLAN

SECTION I

INTRODUCTION—BASIS OF PLAN

CERTIFICATION

The City Planning Board of the City of Burbank hereby certifies that a General Plan for the City of Burbank, California, of which this text is a part, was adopted by Resolution of this Board, dated the _____ day of _____, 1964, after two public hearings duly held as required by law.

CITY PLANNING BOARD

By _____
Chairman

By _____
Secretary

I hereby certify that a General Plan for the City of Burbank, California, of which this text is a part, was adopted by Resolution No. _____ of the Council of the City of Burbank on the _____ day of _____, 1964, after a public hearing duly held as required by law.

City Clerk

GENERAL PLAN FOR THE CITY OF BURBANK

I. INTRODUCTION

A. Introduction

This amendment will supersede the Burbank Master Plan adopted on July 6, 1945 as amended and thereafter shall be referred to as the General Plan for the City of Burbank.

1. This Plan has been prepared for the purpose of directing future development in the City of Burbank in a logical and orderly manner to ensure a sound pattern of growth and for the provision of adequate municipal services for the benefit of persons living and working in the City of Burbank.
2. Pursuant to Section 65460 of the State Planning Law the Planning Area for the Plan has been delineated to include the area within the following boundaries:

An area of about 1/4 mile beyond the present boundary line of the city which includes portions of the Cities of Glendale and Los Angeles.

3. The scope of the Plan includes; designation of land use and standards for both residential density and non-residential intensities, major street pattern, and the location, distribution and standards for public facilities.
4. The Plan includes both a report and a map. The General Plan Map delineates in graphic form the location of the elements discussed in the General Plan Report.
5. The material contained in the appendices is in support of the proposals contained within the Plan. This supplementary material is not a part of the adopted text of the Plan.

B. Basis of Plan

1. Assumptions.

The following assumptions have been made:

- a. That there will be no further regional freeways constructed within the boundaries of Burbank.
- b. That the Lockheed Airport will continue to operate as both a passenger and industrial terminal.
- c. That there will be no major regional disaster or critical economic change or upheaval which would nullify the potential progress of the city.

2. Community Objectives

In order that there may be clear understanding of the intent of the City of Burbank in the adoption and the implementation of the General Plan, the following Community Objectives are established:

- a. The General Plan shall be used to provide a coordinated direction to the growth, change and development of Burbank.
- b. The low density quality of the single family residential areas shall be protected against increasing pressure to change.
- c. Policies and procedures to ensure a balance between residential development and related services such as park and recreation facilities shall be adopted.
- d. The elements of land use and the circulation system shall be coordinated within the city, and between the city and the adjacent municipalities.
- e. The role of Burbank as an industrial area shall be protected by reserving areas exclusively for industry and proposing more intensive utilization of land within the district.
- f. Policies and procedures shall be developed to protect and enhance the fine qualities of the community and to improve conditions where existing problems occur.

- g. Maximum densities permitted within multiple family areas shall be in scale with the ability of the city to provide the necessary services including utilities, street capacities and outdoor space for recreation.

SECTION II

LAND USE

II. LAND USE

A. Introduction

The land use element of the Plan identifies the several classifications of land within the city. These classifications of use are in most cases generalized and represent a predominant type of use within a somewhat flexible boundary. The definition, intent and purpose of each is detailed in the text. The location and general boundaries of these uses are shown on the General Plan Map.

B. Residential

1. General

The residential element of land use provides for areas in which the principal use of land is for dwellings. The Plan designates five density classifications ranging from a low of not more than two and one-half dwelling units per net residential acre in the hillside area, up to a high of 87 dwelling units per net acre in the concentrated apartment areas. (See Table 1, page 26.)

a. Objectives. In addition to the Community Objectives set forth under Section I, it is the intent of the Plan to achieve a suitable balance of density in order to provide a variety of residential types which will fit the city's needs. It is also the intent of the Plan to retain the present fine character of Burbank's residential areas, and to ensure proper and adequate municipal services and facilities for all residential areas.

b. Policies. To accomplish the objectives of the Plan the following policies are established:

- (1) The provision of a full complement of public facilities, such as parks, schools, and fire stations, which can adequately and efficiently serve the people who reside in all residential areas of the city.

- (2) The assurance of adequate living space for a suitable residential environment through the provision of lot area requirements for each dwelling unit.
 - (3) The prohibition of incompatible non-residential uses.
 - (4) In order to prevent decay, blight, and depreciation of land values, the encouragement of improvement and maintenance of the older residential areas.
 - (5) The encouragement and maintenance by the city for the development of residential areas that are attractive through a continuing program of civic beautification, tree planting, and other public measures.
 - (6) The provision of adequate streets, utilities, water, sewers, storm drainage, and street lighting for the development of various types of residential areas.
- c. Area. A total of 3,800 acres has been designated for residential purposes in the following two residential classifications:

Single Family (low hillside and low densities)
Multiple Family (low, medium and high densities)

2. Single Family - Low Density Hillside Residential

- a. The intent of the Single Family Low Density Hillside residential classification of land use is to provide for residential development in a variety of housing types on lots not less than 15,000 square feet in area. The overall density shall not exceed two and one-half dwelling units per net residential acre. This will ensure adequate usable and livable lot sizes in the development of the hillside area. This low density classification is intended to provide for only the number of units which can be accommodated in light of the problems of safe road access, erosion, fire prevention and control.

- b. In addition to those policies contained within the General Residential provisions, the following policies for the development of the hillside area are established:
 - (1) The planning of collector streets in advance of development to ensure a comprehensive, safe and efficient circulation system.
 - (2) To permit a variety of housing types including estates, single family, cluster type groupings, and patio and town houses. The major objective would be to not exceed the maximum hillside area density of two and one-half dwelling units per net acre. This would allow the construction of housing in selected hillside areas which are suitable for more intensive development provided the overall density is retained.
 - (3) A minimum of grading (cutting and filling) of the natural terrain or changing of the natural drainage courses.
 - (4) The holding of open areas within subdivisions consisting of steep hillsides, water courses and other unusable portions of the hills, either in common by the property owners or dedicated as public land to ensure their protection in such instances where public ownership is preferable.
- c. A total of about 80 acres has been designated for single family low density hillside development on the Map. This area would accommodate about 600 persons.

3. Single Family - Low Density Residential

- a. The intent of the Single Family Low Density residential classification of land use is to provide for residential development on lots not less than 6,000 square feet in area for each dwelling unit. The overall density would not exceed seven dwelling units per net residential acre.
- b. In addition to those policies contained within the General Residential provisions, the following policies for the

development of the Single Family Low Density areas are established:

- (1) The protection of the amenities of the existing well maintained areas of single family homes from encroachment by inharmonious uses including higher density residential uses.
 - (2) The protection of the single family residential character of the streets by the continued high standards of maintenance and improvement of the public rights of way, parkway strips, and street trees.
- c. A total area of about 2,890 acres has been designated for single family low density development. These areas could contain a population of about 59,900. This category contains the existing single family district within the city and is primarily comprised of well built, and well maintained houses, which comprise a pleasant and stable residential environment. Nearly all the land in this category has been developed.

The following contains specific development policies for the individual areas described below:

- (1) Residential Area A. The general area between Empire Avenue, San Fernando Boulevard, Ontario Street and Lincoln Street.

This small residential area is surrounded by industrial uses.

It is the intent of the Plan that this area shall be protected against any piecemeal encroachment by non-residential uses, and that it shall be retained as a residential area. It is also the intent that there be a sustained effort to prevent any deterioration of public or private property in this area in order that a suitable standard of residential living environment be maintained. However, when industrial development in Burbank requires additional land area, this district will be considered for transition to industrial uses provided that:

The whole area presently occupied by residential uses be developed for industrial uses at one time. In this manner the residential environment can retain its quality until such time as it is developed in one stage for industrial purposes.

- (2) Residential Area B. Two areas have been indicated on the Map. The general area bounded by Keystone Street, Alameda Avenue, Main Street, Elmwood Avenue, Victory Boulevard south, and the city limits with the exception of the Alameda Avenue frontage from Parish Place to South Victory Boulevard. The single family area bounded by California Street, Riverside Drive, Catalina Street and the city limits.

It is intended that adequate regulations be provided to accommodate the private stabling of horses for the personal and exclusive use of the residents. This policy should be included in the zoning regulations. The circulation pattern and traffic regulations should provide for equestrian street crossings and access to riding trails.

4. Multiple Family

- a. It is the intent of the Plan to designate certain areas within the city for several types of multiple family residential development. This category will accommodate dwelling unit densities ranging from 8 to 87 units per net residential acre.
- b. In addition to those policies contained within the General Residential provisions, the following policies for the development of the multiple family areas are established:
- (1) Ensure a high quality of apartment development with regulations and development standards governing setbacks, space between buildings, landscaping of grounds, open spaces, adequately and properly located off-street parking and family recreation areas.

- (2) Promote and encourage a high visual quality in apartment buildings and sites which will enhance and improve the appearance of the residential areas and the city as a whole.
 - (3) Encourage, through incentives in the Zoning Ordinance, the grouping of several parcels of land for apartment development to permit more efficient land use and greater flexibility in design and development. It is the intent to make possible the development of medium and high density groupings on sites large enough to accommodate multiple dwelling units with a greater proportion of usable landscaped open space.
 - (4) Regulate the access to multiple density apartment sites, to ensure that the traffic generated does not congest adjacent streets.
 - (5) Ensure that high density areas are placed within a reasonable distance of adequate and suitably located commercial centers and essential public facilities.
 - (6) Encourage the design of structures which will provide for the privacy of the people living in the multiple family units and at the same time provide buffers to protect the privacy of residents in any adjacent single family area.
- c. A total of about 830 acres has been designated for multiple family density development on the General Plan Map. This area could accommodate a population of about 50,800. The multiple family areas are located primarily in those portions of the city where existing development indicates a high proportion of dwelling units within this density range, and in locations where these densities are a logical expansion of the existing development. The multiple family category of land use is divided into the following density classifications:

(1) Multiple Family - Low Density

- (a) The intent of the Low Density Multiple Family classification of land use is to provide sites for residential development at a minimum lot area of 1,500 square feet per dwelling unit. The overall density would not exceed 29 dwelling units per net residential acre. These areas would contain duplexes, single family detached units, row housing and garden apartments.
- (b) A total of about 550 acres has been designated for low density multiple family development on the General Plan Map. This area would accommodate a population of about 20,400.

(2) Multiple Family - Medium Density

- (a) The intent of the Medium Density Multiple Family classification of land use is to provide for residential development with a minimum lot area of 750 square feet per dwelling unit. The overall density would not exceed 58 dwelling units per net residential acre. This density will accommodate concentrated apartment developments.
- (b) A total of about 208 acres has been designated for Medium Density Multiple Family development on the General Plan Map. This area would accommodate a population of about 21,600.

(3) Multiple Family - High Density

- (a) The intent of the High Density Multiple Family classification of land use is to provide for residential development with a minimum lot area of 500 square feet per dwelling unit. The overall density would not exceed 87 dwelling units per net residential acre. This density would accommodate concentrated groupings of elevator

apartments under certain specific conditions and limitations.

- (b) A total of about 70 acres has been indicated for High Density Multiple Family development on the General Plan Map. This area could accommodate a population of about 8,800. The following areas are designated for this purpose:

- 1) Between California Street, Hollywood Way, Alameda Avenue, and the Ventura Freeway.
- 2) Between Glenoaks Boulevard, Sixth Street, Verdugo Avenue and San Jose Avenue.

Table 1. Residential Density

The Plan designates five density classes ranging from a low of 2.5 dwelling units per net acre for hillside areas to a high of 87 units in the intensive apartment areas.

Designation	Typical Housing Arrangement	Maximum D.U. /net Res. Ac.	Min. Lot Area Per D.U. in Sq.Ft.	Expected range of Development D.U. Per N.A.*
Single Family Low Density Hillside	Clusters of single family or town houses	2.5	15,000	2.5
Single Family Low Density	Single Family	7	6,000	5 6.5
Low Density Multiple Family	Duplex, Multiple Detached	29	1,500	18.0
Medium Density Multiple Family	Garden apartments Multiple	58	750	50.0 58.0
High Density Multiple Family	Multiple to high rise elevator apartments	87	500	70.0 87.0

* Dwelling units per net acre.

C. Commercial

1. General

The commercial areas of the city include the City Center (or central business district), the residential-commercial centers, and all the other commercial and business areas which make up the business community of the city.

a. Objectives. The objectives for the areas to be developed for commercial use should be:

- (1) To achieve a balance of commercial uses that will provide for the retail, business, professional and service needs of the residents of Burbank, as well as attracting customers and consumers from the surrounding region adjacent to Burbank.
- (2) To provide adequate land and proper locations for the various types of commercial activities, so that they can realize optimum benefits for and from the community.

b. Policies. To accomplish the objectives of the Plan the following policies are established:

- (1) Encourage and promote the overall improvement and general efficiency and appeal of all commercial areas.
- (2) Alleviate the problems of traffic congestion, and require adequate off-street parking geared to each of the types of commercial activity.
- (3) Prevent the intrusion of incompatible uses in the commercial areas.
- (4) Improve the relationship between commercial areas and adjacent non-commercial land through landscaped buffer strips and ensure the protection of the adjacent residential land from the annoyances of undue noise, light, traffic, etc., generated by the commercial uses.

- (5) Maintain a proper balance of commercial activities between the various commercial areas and the City Center area so that business opportunity and support will be at an optimum.
 - (6) Recognize the City Center as the main commercial area, and the residential-commercial centers as supplementary and complementary rather than directly competitive.
 - (7) Encourage the development of grouped shopping facilities in all neighborhoods to serve the needs of the adjacent residential areas and promote through these properly located groupings the development of landscaped pedestrian areas, adequate parking and safe access from adjacent thoroughfares.
 - (8) Promote improved architectural appearance of commercial buildings and structures, and require adequate setbacks, and properly landscaped and maintained sites.
 - (9) Provide adequate municipal services for all commercial areas, including the improvement of street appearance through a program of street tree planting, suitable street lighting, the relocation of unsightly utility poles and wires, and the regulation of signs and outdoor advertising.
- c. Area. A total of about 450 acres has been designated for commercial purposes within the following six commercial classifications of land use:

City Center Commercial
Commercial Centers
Office and Professional
Highway Commercial
Commercial Recreation
Strip Commercial.

2. City Center Commercial

- a. The intent of the City Center Commercial classification of land use is that the predominant use of land in the area so designated should be for those commercial and business establishments which are primarily engaged in the buying and selling of goods and services; hotels; recreational uses and places of amusement; offices and studios; and public and institutional uses. The City Center shall continue to be the primary business, financial, retailing and government core of the community.
- b. A special study, beyond the scope of the General Plan, was undertaken dealing with the City Center. The purpose of the study was to gain a broader understanding of the problems of the City Center and to give greater depth to the recommendations of the General Plan. See page 118.

The details of this special study have not been included in this General Plan Report. It is the intent, however, that this study be used as the basis for the development of even more precise studies and plans for the eventual revitalization of the City Center area.

- c. In addition to those policies contained within the General Commercial provisions, the following policies for the development of the City Center are established:
 - (1) To recognize the importance that the City Center has in the business, service, and governmental life of Burbank and to place each of them in their proper perspective.
 - (2) To establish a pedestrian mall in the central part of the City Center area. Prior to the development of the mall a one-way street system shall be established as outlined in Section III B-5 on page 52.
 - (3) To coordinate the assemblage of the several uses into a designed complex that will ensure a truly dynamic and beautiful City Center.

- (4) To prepare precise plans and recommend standards, within the realm of economic and physical reality.
- (5) To plan for the gradual replacement of the older residential buildings and obsolete structures with commercial buildings and off-street parking.
- (6) Through landscaping, shade structures and other design elements, to create an enjoyable pedestrian environment in the City Center.
- (7) To give the area a distinctive and unique character that is physically workable, economically sound and visually attractive.

d. Area. The City Center commercial area can generally be defined as the area between First Street, Third Street, San Jose Avenue and Tujunga Avenue. This area has a total of about 60 acres.

3. Commercial Centers

- a. The intent of the Commercial Center classification of land is that the predominant uses should be for those types of commerce which provide essential convenience goods, and are primarily related to and dependent upon the surrounding or adjacent residential areas for the majority of their customers. These uses include food stores, drug stores, hardware and household furnishings, clothing, and complementary retail and service shops, as well as those offices, professions and services which are directly related to the day-to-day personal needs and requirements of the surrounding residents.
- b. Daily shopping needs for the residential areas are best provided in centers composed of grouped commercial facilities located adjacent to the areas they serve. The grouping of these commercial facilities with landscaped pedestrian areas, common parking facilities and with joint access from adjacent thoroughfares should be encouraged. These commercial centers serve a function complementary to the City Center.

- c. Area. The land shown on the General Plan Map for commercial centers has a total area of about 50 acres. The following areas have been designated for this purpose:

- (1) Alameda Avenue at intersection with Main Street.
- (2) Glenoaks Boulevard at intersection with Scott Road.
- (3) Magnolia Center - intersection of Hollywood Way and Magnolia Boulevard.
- (4) Olive Avenue at intersection with Verdugo Avenue.
- (5) Pass Avenue at intersection with Oak Street.
- (6) Victory Boulevard at intersection with Chandler Boulevard.

4. Office-Professional

- a. The intent of the office-professional classification of land use is to provide sites for the grouping of those uses which involve professional services and offices. This would include business and medical offices, clinics, and associated uses.
- b. Area. The land shown on the General Plan Map for office-professional uses has a total area of about 30 acres. The following areas have been designated for this purpose.

- (1) Alameda Avenue and Buena Vista Street.
- (2) Between Third Street, Glenoaks Boulevard, Burbank High School and the Civic Center.

5. Highway Commercial

- a. The intent of the Highway Commercial classification of land is to provide sites for these commercial purposes which are directly related to the highway for patronage.

b. It includes commercial uses of the following nature:

- (1) Those which by the nature of the service they render necessitate a location along or adjacent to a major traffic artery.
- (2) Those which are not suited to location in commercial centers.

This classification does not include certain retail shopping and commercial entertainment facilities which would be better located in commercial centers or commercial recreation areas.

c. It is the intent of the Plan to provide suitable location for grouped compatible facilities such as:

- (1) Motels, drive-ins and restaurants.
- (2) Service stations and garages.
- (3) Building supplies and plant nurseries.
- (4) Automobile sales and services, repair garages, tire shops, car wash, truck sales and service, and supplementary facilities.
- (5) Business services, supplies and equipment.

d. Area. The land shown on the General Plan Map for Highway Commercial uses has a total of about 130 acres. The following general areas have been designated for Highway Commercial:

- (1) Riverside Drive from Los Angeles-Burbank City boundary to Olive Avenue.
- (2) San Fernando Boulevard from Tujunga Avenue to Burbank-Glendale City boundary.
- (3) San Fernando Boulevard from Amherst Drive to Grinnell Drive.

6. Commercial Recreation

- a. The intent of the Commercial Recreation classification of land use is to provide suitable locations for those commercial recreation facilities which require large amounts of parking space and access related to regional highways. These facilities are essential supplements to the public recreational facilities and would include bowling alleys, theaters, skating rinks and stables. Related commercial uses could include motels, restaurants and cocktail lounges.
- b. Area. The land shown on the Map for commercial recreation use has a total of about 30 acres. The following area has been designated for commercial recreation:

(1) Riverside Drive and Main Street.

7. Strip Commercial

- a. The intent of the Strip Commercial classification of land use is to acknowledge the existence of a linear extension of commercial and retail uses along most of the thoroughfares in Burbank. There must be a program for the general improvement of the appearance of these areas and for a more appropriate grouping of retail, service and non-manufacturing commercial uses, for the benefit of the business community, the city at large, and for the people who use the highways.
- b. In addition to those policies contained within the General Commercial provisions the following policies for the development of the Strip Commercial areas are established:
 - (1) The conversion of certain strip commercial areas to more appropriate alternate uses. It is the intent that specified locations be considered for multiple family development or restricted industrial development. Provided, however, that spot changes for

individual lots or small groups of lots will not be permitted. Requests for such change must be made on at least a block frontage basis.

- (2) Adoption of regulations which will protect the adjacent residential areas from commercial encroachment, or from annoyances created by commercial or parking lot noises, lights, or traffic congestion.
- (3) The improvement of the traffic carrying capacity of the streets through the provision of more adequate amounts of off-street parking.
- (4) Improvement of the strip commercial areas must come about through coordinated public and private action.

c. Area. The land shown on the General Plan Map as Strip Commercial has a total of about 150 acres. The following general areas have been designated as Strip Commercial:

- (1) Magnolia Boulevard from the Burbank-Los Angeles City boundary to Kenwood Street and from Lima Street to Victory Boulevard.
- (2) Burbank Boulevard from Burbank-Los Angeles City boundary to Hollywood Way.
- (3) Olive Avenue, north side from Ontario Street to Buena Vista Street. Both sides of Olive Avenue from Buena Vista Street to Parish Place. South side of Olive Avenue from Parish Place to Beachwood Drive.
- (4) Victory Boulevard, south side from Burbank-Los Angeles City boundary to Valley Street.
- (5) Intersection of Hollywood Way and Burbank Boulevard.

- (6) Intersection of Buena Vista Street and Victory Boulevard.
- (7) San Fernando Road, north side from Keeler Street to Scott Road.
- (8) San Fernando Road, south side from Walnut Avenue to Cypress Avenue.

D. Industrial

1. General

The industrial category provides land for industrial and manufacturing activities and for an appropriate relationship to the supporting services and facilities such as railroads, airport and highways.

- a. Objectives. It is the intent of the Plan to provide for a variety and range of industrial sites so that it is economically feasible to manufacture and provide goods, services, and employment in areas that are attractive, convenient and safe; on land suitably located so that industrial growth can continue to the benefit of both industry and the community.
- b. Policies. To accomplish the objectives of the Plan the following policies are established:
 - (1) Encourage and promote Burbank as a regional industrial area, and as an important employment center within the region.
 - (2) Prevent the intrusion of all incompatible uses which would reduce the efficiency of the industries and their opportunities for growth and expansion.
 - (3) Encourage the relocation of existing conflicting uses which are scattered through the industrial areas. (Primarily residential and unrelated commercial and mixed uses.)

- (4) Protect adjacent residential areas from industrial premises by proper screening, landscaping space, buffer strips and by zoning controls which will regulate intensity of industrial uses immediately adjacent to more restrictive uses.
 - (5) Encourage and promote the general visual improvement of the industrial areas so that they contribute to the betterment of the environmental atmosphere of the city at large.
 - (6) Revise the Zoning Ordinance so that the development of new industrial sites will be based on modified performance standards.
 - (7) Ensure proper and adequate streets, off-street loading, service and parking areas within industrial areas.
 - (8) Promote the landscaping of industrial sites, particularly along the freeways, so as to improve the appearance, and contribute to the image of Burbank.
- c. Area. A total of about 1,350 acres has been designated for industrial purposes in the following two industrial classifications:

Restricted
General.

2. Restricted

- a. The intent of the Restricted Industrial classification of land use is to provide for those industrial enterprises whose operations require an environment free from nuisances such as odors, noise, vibration or smoke, any one of which might be termed obnoxious or offensive to persons in this or other districts. Wholesale and warehousing enterprises engaged in the business of storage, supply, and distribution of products are included in this category.

The development of these areas should in no way detract from adjacent residential areas. To ensure this, landscaping and parking provisions shall be imposed to protect and foster desirable residential - industrial compatibility.

b. Area. The land shown on the Map for Restricted Industry has a total area of about 370 acres. The following general areas have been designated for Restricted Industry:

- (1) The non-manufacturing industrial areas in the southwest corner of the city (the motion picture and broadcasting studios).
- (2) East side of Mariposa Street below Riverside Drive and the north side of Riverside Drive east of Mariposa Street.
- (3) Victory Boulevard from Main Street to the Burbank-Glendale City boundary. West side of Victory Boulevard from Cypress Avenue to Main Street.
- (4) Burbank Boulevard from Hollywood Way to Mariposa Street.
- (5) First Street from Burbank Boulevard to Cypress Avenue and the west side of First Street from Cypress Avenue to the alley between Tujunga Avenue and Verdugo Avenue.

3. General

a. The intent of the General Manufacturing classification of land use is to provide for manufacturing, assembling and fabrication, including large scale or specialized industrial operations. Adequate access by arterial streets and/or railroad are to be provided for these areas.

b. Area. The land shown on the Map for General Manufacturing has a total area of about 980 acres. The following areas have been designated as General Manufacturing:

- (1) The broad triangle formed primarily by the Lockheed Aircraft Corporation and the airport bounded by the Southern Pacific Railroad to the northeast and the converging Southern Pacific Line to the south.

- (2) The band that occurs on either side of the main Southern Pacific Railroad and the Golden State Freeway.

E, Table 2. Summary of Land Use

The land use proposals described in the preceding paragraphs, and indicated on the General Plan Map are summarized as follows:

<u>Land Use</u>	<u>Area in Acres*</u>	<u>Percent of Total</u>
<u>RESIDENTIAL</u>	<u>3,800</u>	<u>34.6</u>
Single Family - Low Density Hillside	80	.7
Single Family - Low Density	2,890	26.4
Multiple Family - Low Density	550	5.0
Multiple Family - Medium Density	210	1.9
Multiple Family - High Density	70	.6
<u>COMMERCIAL</u>	<u>450</u>	<u>4.2</u>
City Center	60	.5
Commercial Centers	50	.5
Office-Professional	30	.3
Highway Commercial	130	1.2
Commercial Recreation	30	.3
Strip Commercial	150	1.4
<u>INDUSTRIAL</u>	<u>1,350</u>	<u>12.4</u>
Restricted Industry	370	3.4
General Manufacturing	980	9.0
<u>PUBLIC FACILITIES</u>	<u>3,000</u>	<u>27.4</u>
Civic Center	10	.1
Parks and Recreation	650	5.9
Mountain Reserve	2,050	18.7
Schools	170	1.6
<u>SPECIAL USES</u>	<u>120</u>	<u>1.1</u>
<u>TRANSPORTATION</u> (Railroad R.O.W.)	<u>80</u>	<u>.7</u>
<u>UTILITIES</u>	<u>90</u>	<u>.9</u>
Flood Control	30	.3
Power Line Easement	30	.3
Other	30	.3
<u>CIRCULATION</u>	<u>2,050</u>	<u>18.7</u>
Freeways	180	1.6
Streets	1,870	17.1
TOTAL AREA	10,940**	100.0

*Note: All land use rounded to ten acres.

** A .9 percent error due to factors of graphic reproduction.

SECTION III

CIRCULATION

III. CIRCULATION

A. Introduction

The circulation element of the Plan covers the various forms of public and private circulation and transportation which are used to move people and goods within and through the city. This includes the existing and proposed thoroughfares as well as transportation facilities. While specific criteria have been established for the public thoroughfares the sections covering private transportation are general in nature. Each of these elements has been correlated with the land use and public facilities element of the Plan.

B. Street System

1. General

A Master Plan of Streets and Highways for Burbank has been in effect since July, 1945. This revised Plan is based upon a review of the city's Highway Plan, more recent highway studies, new commercial development, and current land use proposals. The circulation proposals have also been discussed with the Los Angeles City Engineering Department and Glendale Planning Department. Both cities are now studying their respective street systems.

a. Objectives. It is the intent of the Plan that the thoroughfare system of Burbank be attractive, adequate and appropriate to ensure the safe and efficient movement of vehicles, people and goods throughout the city.

b. Policies. To accomplish the objectives of the Plan the following policies are established:

- (1) The provision of a variety of street classifications specifically designed to serve the various traffic needs in the area, including freeways, major streets, secondary streets, collector streets and local streets.

- (2) The provision of convenient access to all developed or readily developable property in the city.
- (3) To maintain the traffic capacity and desired quality of flow in the thoroughfare system. By prohibiting where necessary, the parking of vehicles within roadways and the limiting of direct access to private property. This is based on the premise that traffic movement is the primary function of the thoroughfare system, while vehicle storage and direct vehicular access are secondary.
- (4) The design of each thoroughfare and its terminal facilities including parking with sufficient capacity to accommodate anticipated traffic based on intensity of projected and planned land use.
- (5) The assurance of traffic safety in residential areas, by excluding those uses which generate non-residential traffic, and, where possible, the redesign of streets to discourage through-traffic.
- (6) Prohibit the extension of Walnut Avenue north to the Burbank-Los Angeles City boundary on the ridge of the Verdugo Mountains. The purpose of this policy is to protect Walnut Avenue, adjacent streets and their residential areas from the potentially harmful impact of through traffic resulting from future development in the Los Angeles area between La Tuna Canyon and the City of Burbank.
- (7) The regulation of intensity of land use to keep traffic on any thoroughfare in balance with the capacity of the arterial.
- (8) The relation of the proposed street system to the system in the adjacent cities.
- (9) Instigation of a tree planting and landscaping program at the entrances to the city and along the thoroughfares to improve the visual appearance of the city.

(10) The provision for a new freeway interchange so that south bound traffic on the Golden State Freeway wishing to go west on the Ventura Freeway may do so in order that through traffic does not have to use city streets.

c. In order to accomplish the objectives and principles established for the street system, the Plan establishes the following street types:

Freeways
Major Arterial System
Secondary Arterial System
Collector Street System
Local Street System
One-Way Street System
Approach ways.

2. Arterial Street System

a. Intent. The arterial street system is planned to provide for through traffic movement between local areas and across the city, with direct access to abutting property; subject to necessary control of entrances, exits and curb use. This system is divided into major and secondary arterial streets which perform the following functions:

(1) Major Arterial. Expedite movement of through traffic to major traffic generators such as the City Center, Residential and Commercial Centers, and Industrial Districts. They also collect and distribute traffic from freeways to less important arterial streets, or directly to traffic destinations.

The streets designated as Major Arterials are listed below and indicated on the Map.

(a) Existing:

Alameda Avenue (from Riverside Drive to
Glenoaks Boulevard)

Buena Vista Street (from San Fernando
 Boulevard to Riverside Drive)
 Burbank Boulevard (from Burbank-Los Angeles
 City boundary to San Fernando Boulevard)
 Clybourn Avenue (from Sherman Place to
 Cohasset Street)
 Glenoaks Boulevard
 Hollywood Way (from Burbank-Los Angeles City
 boundary to Olive Avenue)
 Magnolia Boulevard (from Burbank-Los Angeles
 City boundary to Glenoaks Boulevard)
 Main Street (from Victory Boulevard south to
 Riverside Drive)
 Olive Avenue (from Burbank-Los Angeles
 City boundary to Glenoaks Boulevard)
 Riverside Drive (from Burbank-Los Angeles
 City boundary to Alameda Avenue)
 San Fernando Boulevard - south (from Burbank-
 Los Angeles City boundary to San Jose
 Avenue and from Tujunga Avenue to Burbank-
 Glendale City boundary.) It is the intent of
 the Plan that San Fernando Boulevard be-
 tween San Jose Avenue and Tujunga Avenue
 shall also be designated as a major street
 until the one-way loop system has been es-
 tablished around the City Center. See
 One-Way Street System.
 Victory Boulevard (from Burbank-Los Angeles
 City boundary to Main Street)

(b) Proposed:

Main Street (to be extended from Riverside
 Drive to join Ventura Freeway and Forest
 Lawn Drive)

(c) To facilitate the safe and efficient movement of traffic on the major arterial system, the following grade crossings are designated as future grade separations:

Buena Vista Street at the San Joaquin Valley
 Line and Coast Line crossings

Hollywood Way at the San Joaquin Valley Line
and Coast Line crossings.

- (2) Secondary Arterial. The Secondary Arterial System collects and distributes traffic from major arterials to local streets or to traffic destinations. It also serves secondary traffic generators such as small business centers, high schools, major parks, and multiple family residence areas.

The streets designated as Secondary Arterials are listed below and indicated on the Map.

(a) Existing:

Amherst Drive (from San Fernando Boulevard
to Glenoaks Boulevard)
Buena Vista Street (from Glenoaks Boulevard
to San Fernando Boulevard)
Burbank Boulevard (from San Fernando
Boulevard to Third Street)
Edison Boulevard (from Valley Street to
Hollywood Way)
Empire Avenue (from Burbank-Los Angeles
City boundary to Victory Place)
Kenneth Road (from Glenoaks Boulevard to
Burbank-Glendale City boundary)
Magnolia Boulevard (from Glenoaks Boulevard
to Sunset Canyon Drive)
Olive Avenue (from Glenoaks Boulevard to
Sunset Canyon Drive)
Oxnard Street (from Burbank-Los Angeles
City boundary to Edison Boulevard)
Pass Avenue (from Chandler Boulevard to
Olive Avenue)
Riverside Drive (from Alameda Avenue to
Burbank-Glendale City boundary)
San Fernando Boulevard - north (from Burbank-
Los Angeles City boundary to Buena Vista
Street)
Third Street (from Amherst Drive to San Jose
Avenue) It is the intent of the Plan that

Third Street between San Jose Avenue
and Tujunga Avenue shall also be desig-
nated as a secondary street until it is
intended to proceed with the development
of the one-way street system and pedes-
trian mall. (See One-Way Street System)

Toluca Park Drive (from Verdugo Avenue to
Pass Avenue)

Vanowen Street (from Burbank-Los Angeles
City boundary to Buena Vista Street)

Verdugo Avenue (from Burbank-Los Angeles
City boundary to Victory Boulevard)

Victory Place (from Victory Boulevard to San
Fernando Road at Lincoln Street)

Victory Boulevard south (from Verdugo Avenue
to Burbank-Glendale City boundary)

- b. Arterial streets should be not more than one mile apart in order to ensure that local and collector streets serve their primary purpose of providing access and local circulation.

3. Collector Street System

- a. Intent. The collector street system should collect and distribute traffic between arterials and local streets, or to specific traffic terminals. This system should include those streets used principally to provide for through traffic movements within a local area, and for access to abutting property. They also serve traffic generators within residential areas, such as a small group of stores, elementary school, church, club house, small hospital or clinic.

The streets designated as Collector Streets are listed below and indicated on the Map.

- b. Existing:

Angeleno Avenue (from Third Street to Bonnywood
Place)

Bel Aire Drive (from Cambridge Drive to Burbank-
Glendale City boundary)

Bethany Road (from Glenoaks Boulevard to Kenneth Road)

Bonnywood Place (from Orange Grove Avenue to Angeleno Avenue and from Palm Avenue to Cypress Avenue)

Buena Vista Street (from Keswick Street to Glenoaks Boulevard)

California Street (from Magnolia Boulevard to Riverside Drive)

Cambridge Drive (from Glenoaks Boulevard to Bel Aire Drive)

Catalina Street (from the Ventura Freeway off-ramp to Riverside Drive)

Chandler Boulevard south (from Burbank-Los Angeles City boundary to Victory Boulevard)

Chandler Boulevard north (from Burbank-Los Angeles City boundary to Mariposa Street)

Clark Avenue (from Burbank-Los Angeles City boundary to Victory Boulevard)

Clybourn Avenue (from Victory Boulevard to Verdugo Avenue)

Clybourn Avenue (from Riverside Drive to Warner Boulevard)

Cohasset Street (from Hollywood Way to Glenoaks Boulevard)

Cypress Avenue (from Bonnywood Place to Kenneth Road)

Delaware Road (from San Fernando Boulevard to Glenoaks Boulevard)

First Street (from Burbank Boulevard to San Jose Avenue and from Tujunga Avenue to Verdugo Avenue.) It is the intent of the Plan that First Street between San Jose Avenue and Tujunga Avenue shall also be designated as a collector street until it is intended to proceed with the development of the one-way street system and pedestrian mall. (See One-Way Street System.)

Flower Street (from Olive Avenue to Burbank-Glendale City boundary)

Front Street (from Burbank Boulevard to Verdugo Avenue)

Harvard Road (from Third Street to Wildwood Canyon Road)
Hollywood Way (from Olive Avenue to Warner Boulevard)
Jeffries Avenue (from Burbank-Los Angeles City boundary to Buena Vista Street)
Keystone Street (from Burbank Boulevard to Alameda Avenue)
Keswick Street (from Burbank-Los Angeles City boundary to Scott Road)
Lake Street (from Magnolia Boulevard to Burbank-Glendale City Boundary)
Lakeside Drive (from Rose Street to Olive Avenue)
Lamer Street (from junction with Keystone Street to end of cul-de-sac.)
Lincoln Street (from Empire Avenue to San Fernando Boulevard)
Maple Street (from Victory Boulevard to Burbank Boulevard)
Mariposa Street (from Burbank Boulevard to Clark Avenue)
Oak Street (from Pass Avenue to Main Street)
Orange Grove Avenue (from First Street to Bonnywood Place)
Pacific Avenue (from Hollywood Way to Buena Vista Street)
Pass Avenue (from Burbank Boulevard to Chandler Boulevard)
Providencia Avenue (from San Fernando Boulevard to Kenneth Road)
Rose Street (from Riverside Drive to Lakeside Drive)
Scott Road (from Keswick Street to San Fernando Boulevard)
Sixth Street (from Scott Road to Burbank-Glendale City boundary)
Sunset Canyon Drive (from Walnut Avenue to Burbank-Glendale City boundary)
Third Street (from Tujunga Avenue to Providencia Avenue)
Thornton Avenue (from Hollywood Way to Lincoln Street)
Toluca Park Drive (from Burbank-Los Angeles City boundary to Verduto Avenue)

Tulare Avenue (from Buena Vista Street to Sixth Street)
Verdugo Avenue (from Victory Boulevard to Flower
Street)
Verdugo Avenue (from Front Street to Sunset Canyon
Drive)
Walnut Avenue (from Glenaoks Boulevard to Starlight
Bowl)
Warner Boulevard (from Clybourn Avenue to Olive
Avenue)
Warner Boulevard (from Hollywood Way to Riverside
Drive)
Whitnall Highway (from Clybourn Avenue to Chandler
Boulevard)
Winona Avenue (from Hollywood Way to Glenoaks
Boulevard)

c. Proposed:

Catalina Street (to be extended north from the Ventura
Freeway off-ramp to Alameda Avenue)
Stough Park Road (to be extended west from the Star-
light Bowl and then south to the intersection of Bel
Aire Drive and Cambridge Drive)
New Street (a loop extending north from the intersection
of Keswick Street and Frederic Street returning
to Glenoaks Boulevard and from the end of Keswick
Street to the new loop.)
New Street (a loop system of streets extending north
from Brace Street and returning to the end of Lamer
Street.)
Bonnywood Place (to be extended from Orange Grove
Avenue to Palm Avenue.)

4. Local Street System

- a. Intent. The local street system is to provide for local
traffic and direct access to abutting land.
- b. This system includes all streets used primarily for direct
access to abutting property. It has been divided into

local streets serving as commercial-industrial access and those providing for residential access. Continuity of local street systems is not important. They should provide easy access to abutting property and connect with collector streets. All through traffic movements should be discouraged on local streets to provide safety and privacy for the residents.

- c. The following streets will be closed when the mall is constructed on San Fernando Boulevard: Orange Grove Avenue and Palm Avenue between First and Third Streets. All streets not otherwise designated are Local Streets.

5. One-Way Street System

- a. Intent. It is the intent of the Plan that a one-way street system be provided around the City Center commercial area between San Jose Avenue and Tujunga Avenue. (See Section II C-2 on page 29.) This system will require specific design studies for intersection treatment and the erection of the necessary directional signs. It is intended that the system be developed prior to the closing of San Fernando Boulevard for the construction of the mall.
- b. This system will allow traffic to flow into a one-way circulation loop around the City Center commercial area.
- c. The streets designated as one-way streets are listed below and indicated on the Map. Until such time as the one-way system is developed these streets shall remain in the street classification indicated.

Tujunga Avenue (from First Street to Third Street)

To be designated as a Local Street until the one-way system is established.

Third Street (from Tujunga Avenue to San Jose Avenue.

To be designated as a Secondary Street until the one-way system is established.

San Jose Avenue (from Third Street to First Street)

To be designated as a Local Street until the one-way system is established.

First Street (from San Jose Avenue to Tujunga Avenue)

To be designated as a Collector Street until the one-way system is established.

6. Approach Ways

- a. Intent. In addition to the above designations of street types, certain streets have also been designated as Approach Ways. This category applies to those streets which serve as approach streets to the City Center, Airport and other major elements of the City. The appearance of these streets should be improved through street tree planting, the control of signs, and the encouragement of attractive site development on the adjacent property.
- b. The streets designated as Approach Ways in addition to their traffic classification are listed below and indicated on the Map.
 - (1) The following streets which provide access to the airport:
 - (a) Hollywood Way from the Burbank-Los Angeles City boundary south to the airport entrance and from Olive Avenue north to the airport entrance.
 - (b) Lincoln Street from the Golden State Freeway to Thornton Street from Lincoln Street to the airport entrance at Hollywood Way. The airport entrance drive from Hollywood Way to the terminal and parking area.
 - (c) The existing road from the airport terminal and parking area to Empire Avenue. Then along Empire Avenue to Hollywood Way.

(2) The following streets which provide access to the City Center.

(a) Olive Avenue, Magnolia Boulevard, Victory Boulevard, Burbank Boulevard, San Fernando Boulevard and Glenoaks Boulevard from the city boundary to the City Center. Main Street from Burbank-Los Angeles City boundary to Olive Avenue.

7. In developing standards for the system of thoroughfares established in the Plan the following criteria shall be used.

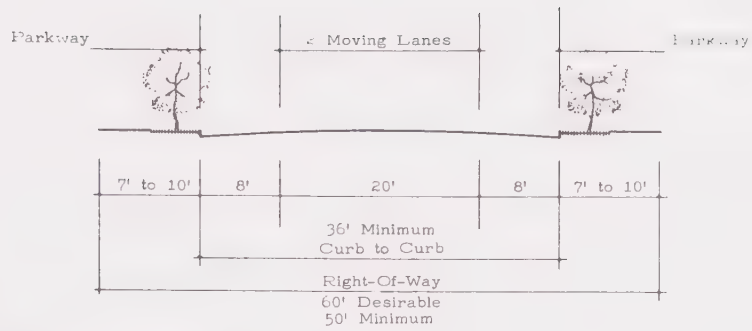
Table 3. Highway Standards

Street Class	Right of way ^{a/}		Width Between Curbs		Moving Lanes	Design Volume ADT ^{b/}
	Min.	Des.	Min.	Des.		
Major	80'	- 120'	68'	- 94'	4-6	over 10,000
Secondary	60'	- 80'	44'	- 60'	2 ^{c/}	4,000-20,000
Collector	60'	- 66'	36'	- 40'	2	under 4,000
Local	60'	- 100'	42'	- 60'	2-4	variable
Commercial-Industrial						
Local	50'	- 60'	36'	- 40'	2	variable
Residential						

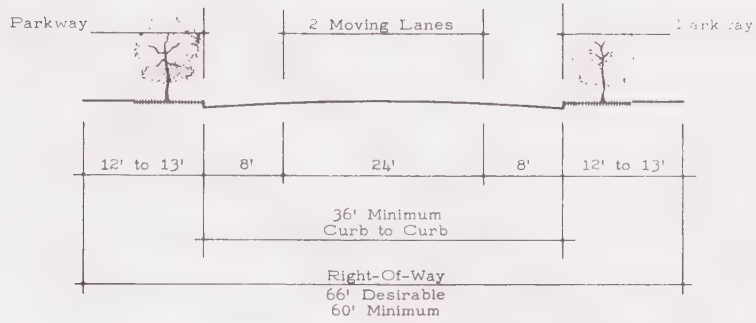
^{a/} Street width depends upon the relative significance and overall traffic pattern of street.

^{b/} Average daily traffic in 24 hour period.

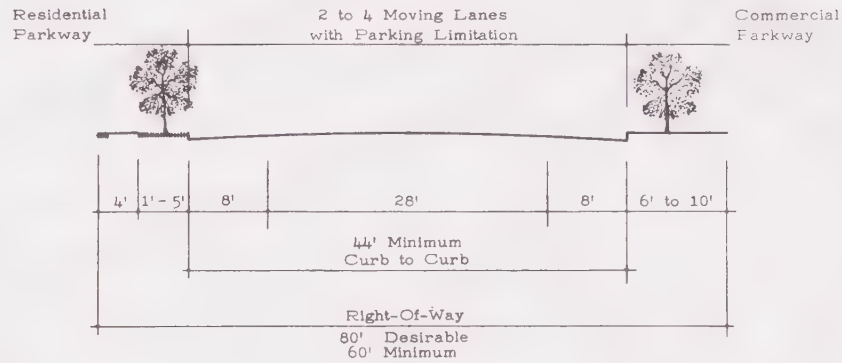
^{c/} May be increased by limitations on curb parking at peak hours.



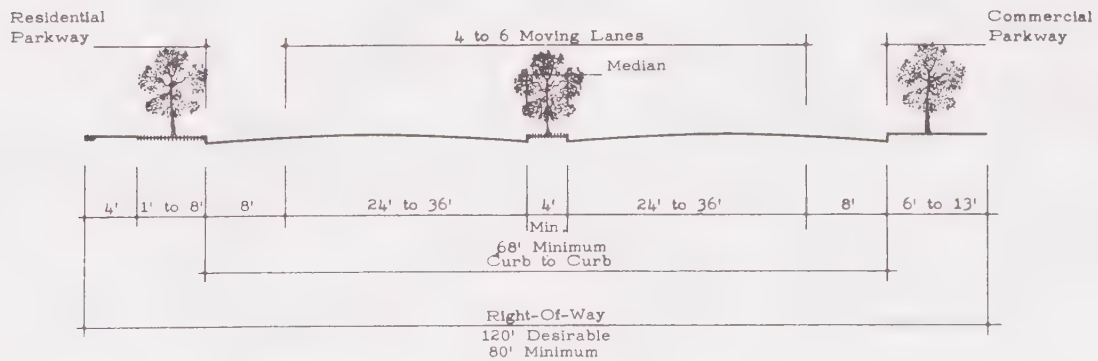
LOCAL STREET



COLLECTOR STREET



SECONDARY ARTERIAL



MAJOR ARTERIAL

HIGHWAY STANDARDS

CITY OF BURBANK, CALIFORNIA



CIRCULATION SYSTEM

CITY OF BURBANK

SYSTEM

CALIFORNIA



SECTION IV

PUBLIC FACILITIES

IV. PUBLIC FACILITIES

A. Introduction

The public facilities element of the Plan provides for the educational, recreational, cultural and governmental requirements of the community. Under this category are included parks and recreation facilities, public schools, libraries and the Civic Center.

B. Parks and Recreation

1. General

The parks and recreational facilities element is established as a portion of the Plan in which the principal use of land is for recreational purposes. There should be a continuous program of gradual acquisition of additional park land and plans for their orderly development. All public lands and facilities which can contribute to the overall community recreation and leisure pursuits should be fully utilized.

a. Objectives. In addition to the community objectives set forth under Section I, the General Plan proposes to establish land areas for the types of recreational activities and facilities that will provide the citizens of Burbank with an adequate, year around public recreation program for all age groups. This includes acquisition, preservation and appropriate development of the Verdugo Mountains for scenic, recreational and open space conservation uses for the benefit of the residents and the community at large.

b. Policies. To accomplish the objectives of the Plan the following policies are established:

- (1) The coordination of public parks and the public school playgrounds and playing fields in order to achieve maximum service to people in all areas of the city, and to encourage the most efficient and sustained use of all public areas and facilities provided for recreation.

- (2) In the best interest of the health, safety and general welfare of the city it is the intent that the land designated as Mountain Reserve be conserved and retained in its natural state for conservation, watershed and flood control purposes with development limited to selected sites for recreational facilities.

This is based on the premise that the areas designated as Mountain Reserve are not suitable for urban development. To preserve these areas it is intended that a long range program be prepared for the public acquisition of the Mountain Reserve within the city on a priority basis.

- (3) The provision of playground and public recreation space within a suitable access distance of all residential areas in Burbank.
- (4) The appropriate expansion of needed recreation facilities and public park areas. The acquisition of park lands in areas which are not presently served, or where the need is indicated in relation to population growth and density.
- (5) The continuation of high standards of maintenance and improvement of facilities and grounds in the public park lands.
- (6) The provision in the zoning regulations to require adequate outdoor recreation space in multiple family developments.
- (7) As a guide in the acquisition and development of public park and recreation facilities the following standards are established: Approximately three and a half acres are designated as the projected acreage per thousand for local and major parks and other public recreation facilities. Approximately six and a half acres are designated as the requirement for parks of a specialized nature. Specialized facilities of a regional nature such as portions of Griffith Park in Los Angeles, which are immediately accessible to Burbank residents may be substituted for a portion of the six and a half acres.

- c. Area. Three classifications of land use have been designated for park and recreational purposes: Major park, Local Park, and Specialized Facility Area. These include existing park land, and for purposes of this section, all land within the park area whether used for recreational purposes or not. The exact size and precise location of the proposed parks will depend upon a detailed recreation site survey.

2. Major Park

- a. The Major Park classification of land is to provide public areas suitable for a broad range of recreational facilities, for city wide sports and recreation activities.
- b. Area. The proposed parks which are indicated on the Map as to their general location are described below.
 - (1) Site 1. A twelve acre site located at the intersection of Hollywood Way and Pacific Avenue on property owned by the City of Burbank Public Service Department. This park will provide space for much needed ballfields and additional city-wide facilities such as a recreational building.

3. Local Park

- a. The local park classification of land is to provide a general range of recreation facilities, including playing fields and landscaped open space suitable to serve the surrounding residential area within one half mile walking distance. It may also include specialized facilities.
- b. Area. The proposed parks which are indicated on the Map as to their general location are described below. No estimate as to the size of the parks has been made at this time. This would be determined as part of the detailed park and recreational program.
 - (1) Site 1. Located adjacent to the George Washington Elementary School. This facility will serve the area surrounding the elementary school.

- (2) Site 2. Located generally north of Glenoaks Boulevard between Santa Anita Avenue and Magnolia Boulevard. This site will provide open space for the high density residential development in this area. Open space should be provided prior to the development of the higher densities of residential use recommended for this area. This site may be developed in one or more parcels depending upon the availability of land and specific types of facilities needed.
- (3) Site 3. An addition to Verdugo Park. This will allow the present narrow strip of park to be expanded into a more usable area, and provide space for ball-fields.
- (4) Site 4. Located adjacent to the Franklin Elementary School. This site would be developed to serve the residents in this area who at the present time do not have access to a local park.
- (5) Site 5. Located adjacent to the Miller Elementary School. This park will serve an expanding residential area which is presently without a park.
- (6) Site 6. Located adjacent to Emerson Elementary School. This park will serve the surrounding residential area.
- (7) Site 7. Located adjacent to Jefferson Elementary School. This park will serve the population residing north of Glenoaks Boulevard.
- (8) Site 8. Located generally in the vicinity of Magnolia Boulevard and Hollywood Way. This park will provide open space in an area which presently has no park facilities.
- (9) Site 9. Located in the general vicinity of the Columbia Ranch area. This park will provide recreational open space in a multiple family area and for the adjacent single family areas which are without present park facilities.

- (10) Site 10. Located adjacent to Edison School. This site will serve the surrounding residential area between Burbank Boulevard and Magnolia Boulevard.
- (11) Site 11. Located adjacent to Lincoln Elementary School. This site will serve to supplement the school site and provide a local park for the residential area.
- (12) Site 12. Located adjacent to McKinley Elementary School. This site will serve the residential area east of Victory Boulevard and west of the freeway.
- (13) Site 13. Located adjacent to Bret Harte Elementary School. This site will serve the residential area between Hollywood Way and Buena Vista Street.

4. Special Facilities Areas.

- a. The Special Facilities classification of land is to provide areas for facilities such as golf courses, riding trails, conservation areas, wilderness areas, scenic drives, day camps, swimming pools, recreation centers, or senior citizens centers which have not been provided for in the major or local parks.
- b. Area. The proposed parks which are indicated on the Map by general location are described below.
 - (1) Site 1. This site is a future reservoir site owned by the city and located to the north of St. Francis Xavier School. It consists of about 16 acres and could possibly be developed for use as a sports field.
 - (2) Site 2. This site of about 20 acres is located north of the proposed hillside residential area. The principle use would be for the development of special recreational facilities.
 - (3) Site 3. Similar location as Site 2, and consisting of 10 acres.

- (4) Site 4. This site consisting of about 207 acres is located in the reclamation area. Extensive picnic and special recreational facilities and view points could be developed in this area upon the completion of the reclamation program.
- (5) Site 5. This site is located around the existing Wildwood Canyon Park. The area consists of about 97 acres.

5. Mountain Reserve.

- a. Intent. In addition to the above classification of park and recreational facilities it is the intent of the Plan that the areas designated as Mountain Reserve within the city be ultimately acquired for public use.
- b. The land shown as Mountain Reserve is not suitable for urban development and should remain in its natural state. The uses for the area should be limited to conservation, watershed, flood control and special recreational areas.
- c. Area. The land shown on the Map as Mountain Reserve has a total of about 2,050 acres.

6. The existing parks and recreational facilities of Burbank are listed below and are indicated on the General Plan Map according to the type of facility.

<u>Major Parks</u>	<u>Acres</u>
McCambridge	16.92
Olive	14.33
<u>Local Parks</u>	
Brace Canyon	10.34
Buena Vista	19.96*
Mountain View	2.73
Pacific	5.29
Santa Anita	.34
Valley	3.43
Verdugo	6.69
Vickroy	1.49

List of Existing Parks and Recreational Facilities - Continued

<u>Special Facilities</u>	<u>Acres</u>
De Bell Golf Course	103.17
Stough Park (& Starlight Bowl)	100.00
Wildwood Canyon	7.68
	<hr/>
	292.37

- * This park while classified as a local park, no longer functions in that capacity since the construction of the freeway. The undeveloped portion of the park (4.3 acres) located south of Riverside Drive could serve principally as access to the riding trail system of Griffith Park.

It is the intent that a more detailed analysis be made of the remaining 15.7 acres of park north of Riverside Drive in order to determine how it can be redeveloped to fit into the overall park and recreation facilities. (See Buena Vista Park, page 160.)



PARKS & RECREATION **CITY OF BURBANK, CALIFORNIA**



C, Schools

1. General

The need for future school facilities are based on projected school enrollments at anticipated population holding capacity for the city as identified on the General Plan. Based on the projected population it is assumed that no new school sites will be required.

- a. Objectives. In addition to the community objectives set forth under Section I the General Plan provides for a full complement of school facilities to serve future community needs. The direct responsibility of providing these facilities rests with the Board of Education of the Burbank Unified School District.
- b. Policies. To accomplish this, the following policies are established:
 - (1) Existing school sites which have inadequate property for educational and playing field facilities should, over a period of time, be brought up to the standards of the Board of Education.
 - (2) That a coordinated recreational plan be developed so that full use can be made of available public facilities.
- c. Area. The Plan designates 21 existing schools having a total of about 168.2 acres within the city. The existing schools and site acreage are listed below and indicated on the Map according to the type of facility. It is assumed that the Benjamin Franklin elementary school will be phased out when the residential area it serves is redeveloped for industrial use. (See Section II B-3-c-(1) on page 22 .)

School Facilities	Existing Site Acreage
<u>Elementary</u>	
Central	2.71
Edison	6.78
Emerson	4.77
Franklin	4.40
Bret Harte	4.05
Jefferson	7.11
Lincoln	5.40
Mann	7.18
McKinley	5.29
Miller	5.09
Mingay	5.80
Monterey	2.60
Providencia	7.15
Roosevelt	5.21
Stevenson	7.05
Washington	<u>6.65</u>
	87.24
<u>Junior High</u>	
L. Burbank	16.60
Jordan	13.75
John Muir	<u>14.54</u>
	44.89
<u>Senior High</u>	
Burbank	16.50
Burroughs	<u>19.54</u>
	36.04
<u>Adult Education</u>	5.84
<u>Administrative Offices</u>	<u>2.54</u>
	176.55*

* This does not include a 7.70 acre site on Kenneth Road and Irving Drive which was purchased as a potential elementary school site. It is not anticipated that this site will be needed.

- d. It is calculated, based on the preliminary population projections, that the public school system will ultimately need classroom space for 11,374 elementary pupils; 5,411 junior high school pupils; and 4,495 high school pupils.

Table 4. Summary of School Requirements

<u>Level</u>	<u>Existing Enrollment 1/</u>	<u>Estimated Enrollment 2/</u>	<u>Current Capacity 3/</u>	<u>Maximum Capacity 4/</u>
K-6	8,200	11,374	11,346	13,285
7 - 9	3,598	5,411	5,600	6,050
10 - 12	3,976	4,495	5,085	5,185

1/ Existing Enrollment - November, 1963

2/ Estimated Enrollment - Estimates based on family size for various density types at holding capacity. This table indicates estimated future enrollment on a city wide basis. Detailed analysis of individual schools could indicate an over capacity enrollment for a particular school in relation to its service area.

3/ Current Capacity - Number of regular students which can be accommodated during any single class hour in the existing class rooms. This is based on the optimum distribution of students within each school enrollment area.

4/ Maximum Capacity - Assumes that the site has been fully developed in accordance with present school district policy, including anticipated expansion of school facilities. This is based on the optimum distribution of students within each school enrollment area.

Note: The Burbank Unified School District provided information on the current enrollment and capacity of the schools only. The School District did not make the enrollment projections used in this report. The estimated enrollment was based on the population studies derived from the anticipated densities for the various residential areas. It was assumed that the number of students in each level would remain constant.

D. Libraries

1. General

- a. Objectives. In addition to the Community Objectives set forth under Section I, the General Plan provides locations for library facilities to adequately serve all the residents of Burbank.
- b. Policies. To accomplish the objectives of the Plan the following should govern the location and acquisition of branch library sites:
 - (1) Branches easily accessible by car with adequate off-street parking on a major or secondary thoroughfare near a major intersection.
 - (2) The location of branch libraries, where possible, within or adjacent to shopping facilities.
 - (3) With the exception of the Buena Vista Branch which is considered an extension of the central library, the main purpose of the branch library is to provide library needs for senior citizens and elementary school children.
- c. Area. The Plan designates four libraries; two existing and two temporary units to be relocated:
 - (1) Central Library - existing
 - (2) Buena Vista Branch - existing
 - (3) West Burbank Branch - To be relocated to the vicinity of Hollywood Way and Burbank Boulevard.
 - (4) North Glenoaks Branch - To be relocated to the future Commercial Center Area on Glenoaks Boulevard at intersection with Scott Road.

E. Civic Center

1. General

- a. Objectives. In addition to those Community Objectives set forth under Section I, the General Plan indicates a grouping of Municipal Buildings, offices and open space into an integrated Civic Center Area.
- b. Policies. It is the intent that this area be designated as a Civic Center Area pursuant to Chapter 4, Article 1, Section 65800 (d) of the State Planning Act.
- c. Area. A total area of about 10 acres has been designated for the Civic Center Area on the General Plan Map. This area is bounded by Orange Grove Avenue on the north, Angeleno Avenue on the south, a line approximately 230 feet east of Glen Oaks Boulevard and a line approximately 300 feet from Third Street on the west.

F. Fire Stations

1. General

- a. Objectives. To provide full and adequate fire protection to all residents and properties within the city.
- b. Policies. The existing facilities of the Burbank Fire Department indicate an expansion capacity for additional fire companies and equipment, suitable to provide for the growth in dwelling units and in nonresidential buildings up to and beyond the anticipated holding capacity.
- c. Area. The Plan designates six existing fire stations,
 - (1) Site 1. Located on Olive Avenue between Glen-oaks Boulevard and Third Street.
 - (2) Site 2. Located on Whitnall Highway and Hollywood Way.

- (3) Site 3. Located on Buena Vista Street between San Fernando Boulevard and Thornton Avenue.
- (4) Site 4. Located at Burbank Boulevard and Lincoln Street.
- (5) Site 5. Located at Verdugo Avenue and Beachwood Drive.
- (6) Site 6. Located at Bel Aire Drive between Andover Drive and Uclan Drive.

SECTION V
POPULATION

V. POPULATION

A. Introduction

The population projections for the future of Burbank are related to the proposed land use, circulation and public facilities elements of the Plan. The population holding capacity of the Plan determines the need for additional school facilities, parks and other public and private facilities and utilities.

1. General

Based on the studies and projections it is anticipated that the areas indicated for residential development will accommodate a population of approximately 111,300 when the designated population densities are realized. (See Section I of the General Plan, Land Use, Residential.)

- a. Objectives. The Plan for Burbank is based on density ranges and a projected holding capacity suitable to retaining the present high standards of residential development and of public facilities. It provides for growth, but does not allow unlimited expansion or increasing congestion.
- b. Policies. To accomplish these objectives the policies contained in Section II should govern future population growth.
- c. Areas. The following map shows the distribution of population at proposed population densities and the holding capacity of the 15 study areas. Those elements, public and private, which are required to serve specific population units or neighborhoods within the community, have been provided for in this Plan based on the ultimate population capacity of these areas.

Table 5. Population Holding Capacity Calculations by Density Areas

Dwelling Unit Density		Dwellings <u>Per Acre</u>	Vacancy Factor	Total Occupied <u>Dwellings C/</u>	Average No. persons	Population ^{D/} <u>Estimates</u>
Units Per Net Acre	Net <u>A/</u> Acres	Projected B/ Capacity	of total D.U.'s	Projected Capacity	Per Dwelling	Projected Capacity
Less than 2	80	2.5	2%	190	3.0	600
Less than 7	2,890	5/6.7	2%	18,990	3.2	59,900
8-29	550	18	5%	9,380	2.2	20,400
30-58	200	50/58	10%	9,370	2.2	21,600
59-87	70	70	10%	4,400	2.0	8,800
	<u>3,800</u>			<u>43,400</u>		<u>111,300</u>

A. Rounded to 10 acres.

B. Projected Capacity. Elements of the Plan are based on projected capacity - an estimate of the number of units which are likely to develop in each density class.

C. Rounded to 100.

D. The estimated population and dwelling units are based on the anticipated densities for the various residential areas.



PROJECTED POPULATION

APPENDIX*

SUPPLEMENTARY MATERIAL

PROGRAMS

REFERENCES

PARTICIPANTS

The following material is in support of the objectives and policies contained within the General Plan. It is not intended that this material form a part of the adopted text of the amended General Plan.

SUPPLEMENTARY MATERIAL

ORIGINAL PLAT MAP 1887



COMMUNITY BACKGROUND

Burbank was once a part of a vast land grant made in 1798 by the King of Spain to the Verdugo family. Known as the Rancho San Rafael, the rancho remained undeveloped through a period of war and the Battle of Providencia fought on the southern part of the rancho. In 1857 the Verdugo family traded 4,600 acres of their holdings in Burbank to Jonathan R. Scott, a prominent pioneer attorney. In 1871 Dr. David Burbank purchased a large portion of the holdings which he developed into a prosperous sheep and cattle ranch.

In 1874 the Southern Pacific Railroad was built through Burbank, and the first church and elementary school were established.

Through the promotion of the Providencia Land and Water Company (see map, opposite page) the city was established in 1887 and named after Dr. Burbank. A \$30,000 hotel, a furniture factory, station and several houses formed the new city. But for several years it remained a country crossroads in the center of sheep and cattle range land.

Burbank was incorporated as a city in 1911 and Thomas Story was elected first Mayor. The Pacific Electric Railroad connected Burbank with direct passenger service to Los Angeles. The new municipality brought electricity to the town, and officials named all the streets and numbered the houses. A new school was erected and bonds were sold. By 1916 Burbank had a city hall and its own water system.

The year 1917 marked the birth of Burbank as the valley's industrial center when the Moreland Motor Car Company opened a 25 acre plant. Like many other Southern California communities the city entered a period of prosperity during the years following World War I. Then the boom collapsed following the market crash in 1929 and the city became dormant. Yet the establishment of the motion picture industry in Burbank served to sustain the community. A Council Manager form of government had been adopted, the Parks Board had been established, and the first public library started.

In 1930 the Union Airport was opened and a few years later Lockheed Aircraft Corporation began operating at the terminal. The population by this time had risen to 16,622. Unsettled political conditions in Europe brought orders for airplanes from many nations. This demand for military as well as commercial aircraft increased production

at Lockheed and the associated industries, boosting greatly Burbank's prosperity. The mushrooming of the city began with the start of hostilities in Europe. In the space of a few short months, the sudden influx of war workers expanded the population from 34,000 to 72,000 and Burbank became a full fledged city.

At the end of World War II, the change over to commercial aircraft production protected Burbank from the industrial slump felt in many communities. An upward trend has continued since that time as the space, aircraft and defense industry has made Burbank an important industrial center.

Since 1950 there has been a steady increase of about 1,000 persons per year with a present estimated population of 95,500. While the rate of growth has become more stable, the public and city activities have been considerable during the last ten years. A Capital Improvement Program started in 1955 has seen the construction and development of the large park complex in the mountain area (DeBell Golf Course, the Castaway Restaurant, and the Starlight Theater) and vast improvements in such things as the overpasses across the railroad into the center of town, the construction of the freeways, the development of excellent new park facilities, and new public buildings.

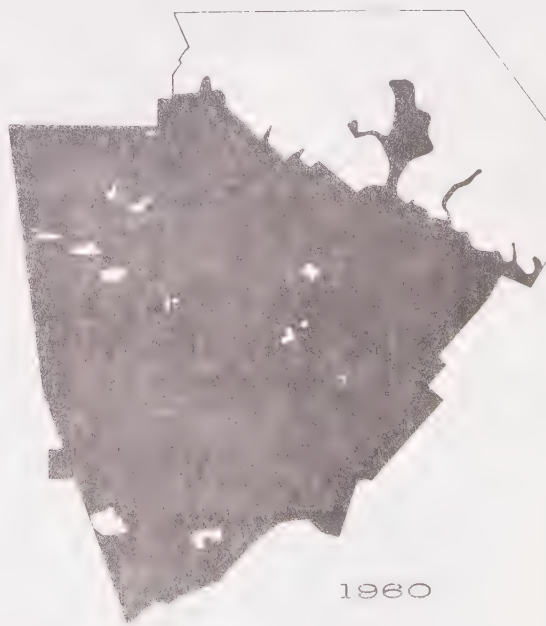
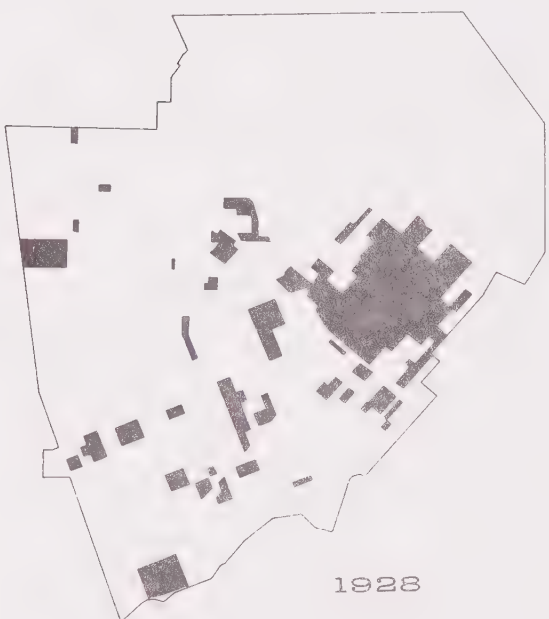
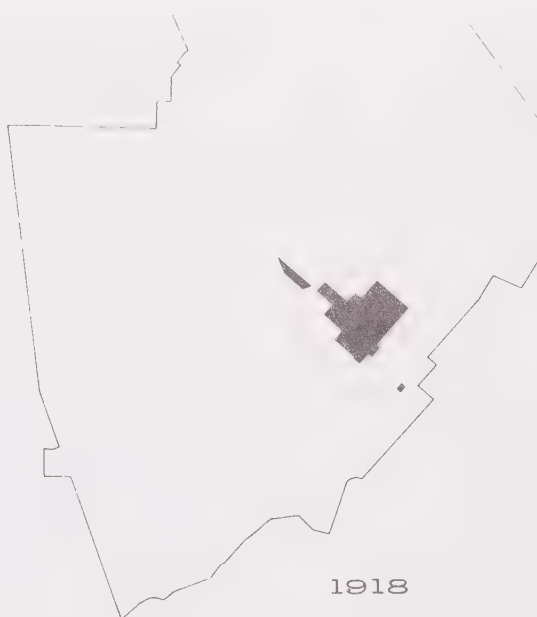
Burbank is well endowed with the ability and incentive to continue its excellent program of civic, public and private improvement. It has excellent prospects of continuing to be one of California's finest cities.



UNITED AIRPORT

May 26, 1930.

THE MAPS SHOW THE SCATTERED GROWTH OF THE CITY SINCE ITS INCORPORATION IN 1911. WITH THE EXISTENCE OF THE VERDUGO MOUNTAINS THERE ARE ONLY A FEW, SMALL UNDEVELOPED PARCELS OF LAND REMAINING IN THE CITY.



HISTORICAL GROWTH

CITY OF BURBANK, CALIFORNIA





ANNEXATIONS

CITY OF BURBANK CALIFORNIA



Annexations	Date	Acres
Original City Annexation Districts	7-15-1911	1,000.00
Valley District	1915	1,000.00
Thornton Ludge District	1922	89.87
Sherlock Drive District	1922	67.61
Magnolia Park District	1923	28.65
Moreland District	1924	18.46
Sunset Canyon District	1926	2,707.20
Benmar Hills Addition	1948	285.44
McClure Addition	1954	2.56
Grandview Highlands	1954	81.02
Horace Mann School Site	1955	5.70
Cabrini Addition	1959	35.12
Total Acres in City	1964	10,843.92

THE COMMUNITY TODAY

Introduction

The Verdugo Mountains are Burbank's most prominent natural feature. From this monumental natural backdrop, the city slopes down to the west as a part of the San Fernando Valley.

To foresee what Burbank can look forward to, it is necessary to understand both Burbank's historical development, and what it is today.

In the past 60 years Burbank has evolved and grown from a small, agricultural community to an urbanized residential and industrial city.

The city is a reflection of its original citizens who had great dreams for the future of their small community. Their thinking at the turn of the century was appropriate for that era, and they laid out broad avenues extending into the valley from the center of town on San Fernando Boulevard. The railroad was a life line and a hub, and it brought the industrial development which located along the length of the railroad.

The Golden State Freeway, Southern Pacific Railroad and the Ventura Freeway cut through the city creating barriers which bisect the city. A wide band of industrial land extends from the Lockheed Airport along the Freeway and Railroad to the southerly Glendale boundary.

Residential

Today the general texture of the city is that of a stable and well settled city. The earlier residential development throughout the city has the similar basic block pattern of a grid system. The newer residential developments along the slopes of the Verdugo Hills constitute the only variation in lot size and street layout.

Obvious pride is displayed throughout the town in the care and maintenance of homes. The homes and yards are well kept. An excellent tree planting program over many years has made Burbank's residential streets attractive and shady.

Undoubtedly this appealing character has had much to do with the great demand for land upon which to build apartments. And the last ten year period in Burbank has been one of accelerated apartment building. These concentrations have been primarily in the sections to the immediate east, north and south of the City Center; adjacent to the freeways, along some of the major avenues, and, in the far west and south west sections of the city. Occurring on a piecemeal lot by lot basis, the character produced by these apartments is in marked contrast to the low density residential areas which these apartments replaced. To physically accommodate twenty to fifty times the number of people on a street originally intended for single family homes means a distinct change in the appearance, quality and character of an area. Large trees are removed to provide more building space; the street has to accommodate a great increase in the number of cars; the yard and open space formerly surrounding the homes is gone, and the outdoor living areas associated with the individual home are almost nonexistent on the apartment sites.

This piecemeal transformation of areas from single family residences to apartments represents an influential change on the character of the city. If the city allows and sanctions low standards of development, high coverage and few amenities, the quality of the entire city, its public facilities, its adjacent residential and commercial areas will suffer depreciation.

If, on the other hand, the city insists upon high standards of multiple family development with appropriate building regulations, adequate open space, proper set backs, landscaping and trees, private recreation facilities and play space, adequate off-street parking and proper accesses, then the quality of living will be enhanced and the influence on the city can be beneficial both for those living in the apartments and for those surrounding single family residential areas.

Commercial Areas

A double standard exists in Burbank. In the residential areas there is prideful care and an obvious concern about appearance and visual up-keep of the property; in the commercial and business areas, there seems to be a general lack of concern about appearance, maintenance or visual improvement. This can be seen throughout the town and is particularly obvious in the strip commercial areas which line the boulevards. Garish signs, grimy buildings, unappealing store fronts,

overhead wires, few trees or landscaped places, fluttering festoons of flags, all lend to an unkempt appearance.

It is these commercial boulevards and avenues which are the most public aspect of the city. They are by necessity used constantly by both the residents, businesses and visitors. While there are some commendably well maintained buildings along these streets (several have received a "Burbank Beautiful" award for community beautification) the general appearance of the strip commercial development is unsightly and discordant.

These streets and the buildings which line them do not have to be this way. There is much that can be done both publically and privately to improve and enhance them. The major improvement of these areas would be beneficial to the stores themselves in improved business, and certainly to the city at large and its residents.

City Center

The central business district of Burbank should become part of the "City Center" both due to its location, and because of its long established identity as the downtown area of Burbank. This City Center complex would include the commercial area, the civic center, and cultural, public and institutional buildings.

New buildings, large commercial establishments, shopping centers, and the extension of the strip commercial development have located outside the down town area along Magnolia Boulevard, Olive Avenue, Burbank Boulevard and San Fernando Road. The strip commercial areas which originally were an outgrowth of the downtown, have now spread out to the city boundaries.

Burbank needs to retain the vitality, the commercial activity and the attraction of a positive drawing power in this downtown area. To assert this drawing power, physical improvements such as the planting of trees must extend out along the streets used for access to the city. The vitality of a successful, stimulating, and appealing downtown area will be of great importance to individual businessmen and a benefit to the whole city.

Industrial Areas

Through past public apathy and indifference it has become customary to accept as inevitable dirty, run-down and unsightly industrial areas in many cities. Even in Burbank, where there are many examples of industrial plants which are of a high architectural standard located on beautifully landscaped and well maintained grounds, much of the industrial development falls far short of acceptable standards of appearance. The good examples prove that industrial areas in themselves can be an appealing and attractive part of the community. Several examples include the Photo-Sonics Inc. site on Mariposa Street; some of the motion pictures studios and their high standards of building development and landscaped grounds, as well as some of the newer industrial buildings along Burbank Boulevard.

In contrast when an unkempt industrial area borders a residential or commercial section, the effect is decidedly detrimental, to the point of actually depreciating adjacent property. In such cases regulations should require a buffer landscaped screen, and the proper maintenance of street trees and the parking strip.

Community Appearance

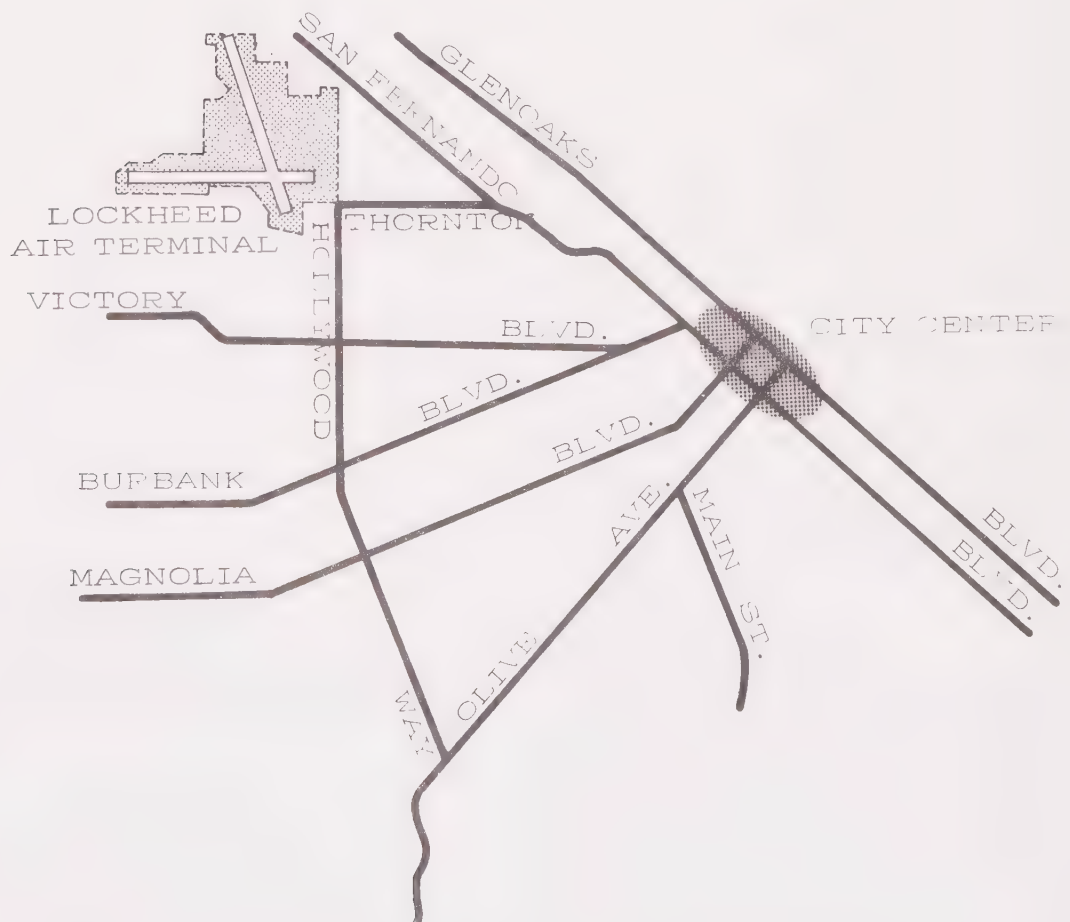
The overall appearance of a city is one of the major factors defining the values that residents and public officials place on their communities. Appearance certainly is a factor in land appraisal, whether by professional or by the lay person seeking a homesite or a location for business or industrial activity. The effects of good appearance are far reaching and the influence exceeds the costs or efforts involved. Public and private efforts must be coordinated to bring about the improvements that are essential. New and imaginative programs must be organized to make residents aware of the things that can be done in their local areas, and thus benefit the city as a whole. The city itself can do much in addressing attention to those areas over which it has direct control, especially the commercial streets, alleys and parking lots.

The many fine aspects of Burbank - its excellent schools, quiet and clean residential streets with well kept homes, its efficient civic government, its cultural and public activities, and its well maintained parks - are all a source of pride to the community. Individually the residents, the businessmen and the industries have contributed much to Burbank.

These advantages of Burbank need to be protected, encouraged and strengthened. At the same time there is a real need to correct the undesirable and disagreeable characteristics of the city, and to initiate programs whereby improvements can be instigated.

The following are some of the things that could be done to improve the appearance of Burbank:

The planting of street trees in all parts of the city. This is most important along the routes leading to the City Center, where tree lined streets will make the community into a unified element, and along the main approaches to the airport, where visitors will obtain their first impressions of Burbank. The Plan designates the streets leading to the City Center and airport as approach ways. In addition to the planting of trees there should be control of signs and improvement of adjacent properties.



Unsightly overhead power lines, especially those along the most important arterials, should be eliminated.

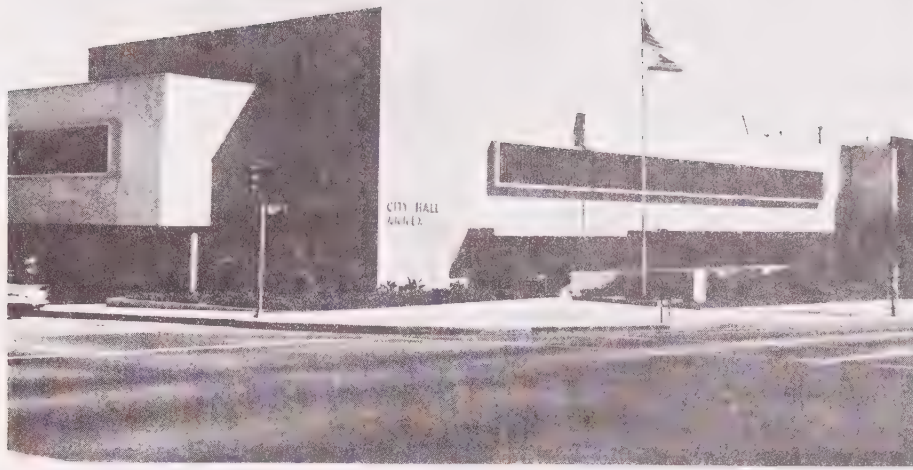


Billboards and signs should be regulated to provide for reasonable outdoor advertising without allowing for unsightly billboard alleys. Nothing clutters a street more than an unlimited number of competing signs, each seeking for the attention of the motorist and in total having little or no benefit to the advertiser.



In the City Center the buildings and the parking lots which serve these buildings should be improved in appearance.





The high standards of the public buildings should be protected by ensuring that adjacent private buildings have adequate setbacks and landscaping.





REGIONAL RELATIONSHIPS

Burbank is very much a part of the Los Angeles Metropolitan area. The expanding development in Southern California and the sprawling urban growth of the Los Angeles area makes it evident that the future of Burbank is an integral part of the development of the metropolitan area. Under such conditions city limits become artificial boundaries. Neither the physical elements of the city nor the people themselves recognize city limits, except as political boundaries denoting a different local government jurisdiction.

The network of thoroughfares, freeways, railroads and the airfield unify cities in the metropolitan area and beyond. (See map page 98.) People disregard city boundaries to shop, work and seek recreation and amusement.

Residential areas in the eastern and western parts of the city blend into similar development in the neighboring communities of Glendale and Los Angeles.

The city's central business district, and other shopping areas attract patronage from adjacent communities. Conversely, convenient competitive commercial centers draw Burbank residents out of the city.

Burbank's industrial land is part of a regional corridor of industrial land use and zoning stretching from Los Angeles into the San Fernando Valley and it is related to the major north-south rail lines.

The General Plan, cognizant of these fundamental inter-relationships, is based on the concept that Burbank exists in the regional context. Recognizing this the General Plan Map extends beyond the city boundaries to include areas of Glendale and Los Angeles. Adjustments have been made at the boundaries to achieve the fullest coordination in terms of land use, circulation, public facilities and standards of development.

PLANNING AND STUDY AREAS

Planning Areas

The State Conservation and Planning Law of the State of California Section 65460; states in part that, ". . . each commission shall adopt a comprehensive, long-term, general plan for the physical development of the city . . . and of any land outside its boundaries which in the commission's judgment bears relation to it's planning".

In general the planning area boundaries of the city have been drawn about 1/4 mile out from the city boundary. The above area is referred to in the report and the General Plan text as the "Planning Area". There are 16.94 square miles, or 10,844 acres in the city with a total of about 22 square miles in the planning area.

Study Areas

The city was divided into study areas in order to calculate the need for the individual elements of the Plan within these areas.

Fifteen areas were established within the city (see Study Area Map, page 104).

Definition of Study Areas

The city is presently divided by physical barriers such as railroads, freeways, drainage channels, major streets and other man-made barriers. As a result the city contains a number of areas of various size and composition.

These study areas were used initially for the collection of data and so that units smaller than the entire city could be examined more closely before any decisions were made. Ultimately they will define cohesive areas within the city.

The study areas fall into five general types.

1. Residential.

2. Commercial and/or industrial.
3. Transitional.
4. Growth.
5. Special.

1. Residential Study Areas. Cohesive residential areas were determined by the following factors. Of these some were predominant, and the others served to merely modify or justify the boundary determinants. No one particular factor was uniformly predominant in all cases.
 - a. Natural or man made physical boundaries limiting access to contiguous areas.
 - b. Access to the area (which may serve as the backbone of the area,) or the perimeter circulation (which may serve as a boundary).
 - c. Predominantly residential structures. (This included structures or uses which are compatible or, not in conflict with, residential uses).
 - d. Location of schools, parks and community or public facilities.
 - e. Location of residential shopping facilities.
 - f. Pedestrian access to schools, parks and convenience shopping.
 - g. Factors which would indicate homogeneity such as population with similar income range; similar housing value and/or state of repair, and similar density.
 - h. Factors indicating diversity were included in an area when they appeared compatible.
 - i. Strip commercial areas were included within residential planning areas. However, large shopping areas were designated as separate commercial areas.

- j. Residential pockets were identified as sub-areas within other study areas.
2. Commercial and Industrial Study Areas. Areas where the predominant characteristic is of a commercial or industrial nature. In areas that contain mixed uses it is assumed that these other uses are subordinate to the predominate use.
3. Growth Study Areas. Where an undeveloped area has indicative factors for future development.
4. Transitional Study Areas. Where there is an observed and continuing change in the use characteristic of the land, generally from a residential to industrial, or commercial use. Residential areas which are changing from one density to another were also considered as transitional.
5. Special Study Areas. Areas which do not fit into the above categories were designated as a special area. The airport is such an area.

Other Planning Divisions

Burbank, like all cities, had several established sub-areas classifications that were also used in the studies. Notably among these are the 18 census tracts within the city. (See Census Tract Map, page 105.) Much of the statistical data pertaining to population was compiled from the census information by census tracts. The holding capacity of the City was related to school service areas established by the School District in order to compare future population with available school space. Parks were related to their service areas in order to determine population using parks and future park needs. Sewers were studied in relation to their drainage areas.

The zoning ordinance map of the city was likewise an important element in the determination of the study areas, since it, to a great extent, reflects the current pattern of land use.

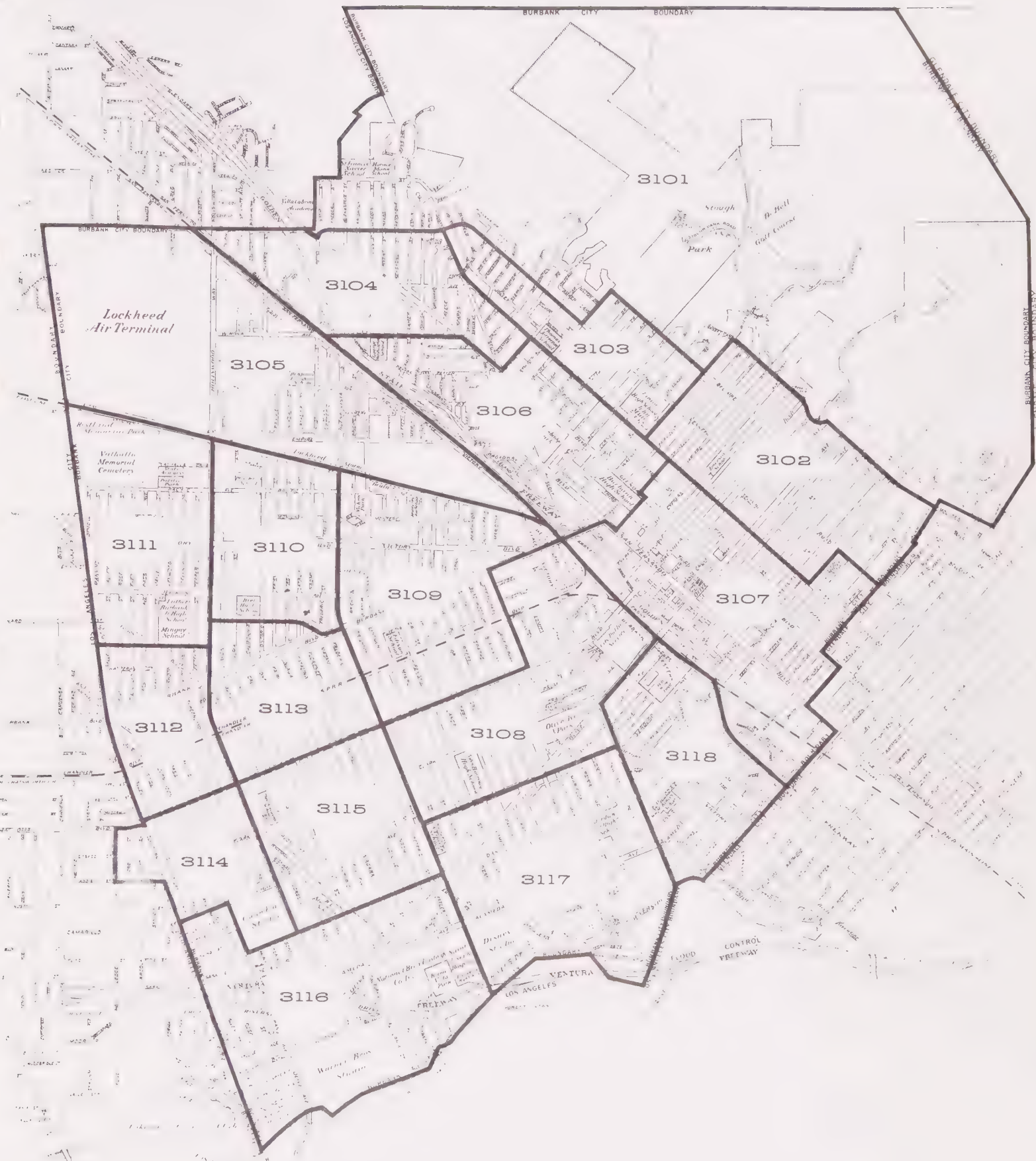


STUDY AREAS

CITY OF BURBANK, CALIFORNIA



- A** Study Area Designation
- Boundary of Study Areas



C E N S U S T R A C T S
C I T Y O F B U R B A N K , C A L I F O R N I A



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LAND USE

The following is supplementary material to the land use inventory prepared in April, 1963. For complete background information on land use within the city reference should be made to the "Inventory of Land Use", 1

Residential

The land use inventory indicates that about 3,625 acres of land was used for residential purposes; 3,524 acres was in the residential zones; while 101 acres or three percent was in the commercial and industrial areas.

Density Studies. The purpose of the density studies and of the population projections is to understand the growth and development potentials of Burbank as a city that wants to retain its residential character and high standards of public facilities.

Residential density is simply a ratio of people to the amount of land area upon which they live. This ratio is expressed in terms of family dwelling units per acre. Net residential acres means the land contained within the residential site exclusive of the street acreage and other non-residential acreage. Thus the number of family units per net residential acre is an index of the population density for a given acre. For example, a low density figure of seven families per net residential acre indicates single family homes on lots averaging about 6,000 square feet. Lot sizes may vary somewhat, as they do in developed areas, but the overall average density should be about seven families per net acre so that this balance between people, land, and public facilities will be maintained.

Density does not describe the dwelling type. Low density does not necessarily mean single family homes; it could mean, for example, a seven unit garden apartment structure on an acre of land. Pictures 1 to 6 on page 114 relate density ranges to the type of residential structures being built in the city.

The density standards as proposed are intended only as general guides to be followed to ensure sound development. Density standards when enacted into law by means of zoning and building regulations will be more

1/ All Footnotes are listed at the end of the report.

specific. After further study of the proposed new zoning regulations, the standards contained in the Plan may be altered slightly to fit specific uses and areas. For example, it is not always reasonable to use a single standard to apply in all areas of the city since this may impose an undue hardship on many property owners and create an unnecessary number of non-conforming uses. Residential types within each major group may range above or below the overall average density.

The present densities and their relationship to the existing Zoning Ordinance are:

Table 1 . Existing Densities

<u>Zones</u>	<u>Zoning Ord. Density Regulations</u>		<u>Present Densities / How Land Is Used Today</u>	
	Minimum Lot Area Per Dwelling Unit	Dwelling Units OR Per Net acre	Lot Area Per Dwelling Unit	Dwelling Units OR Per Net Acre
R-1	6,000 Sq. Ft.	7.3	7,100 Sq. Ft.	6.1
R-1-1/2	3,000	14.5	5,065	8.6
R-2	1,500	29.0	3,263	13.3
R-3	No Minimum	No Limit	2,224	19.6
R-4	No Minimum	No Limit	1,031	43.0

The General Plan Map designates five density classifications ranging from a low of two and one half dwelling units per net residential acre for development in the hillside up to a high of 87 dwelling units per net acre in the concentrated apartment areas.

The proposed densities are:

Table 2 . General Plan Densities

<u>Designations</u>	<u>Indicated Densities</u>		<u>Estimated Densities</u>		<u>Zones</u>
	Lot Area Per Dwelling Unit	Dwelling OR Units Per Net Acre	Lot Area Per Dwelling Unit	Dwelling OR Units Per Net Acre	
Single Family Low Density Hillside	15,000 Sq. Ft. Average	2.5	15,000 Sq.Ft. Average	2.5	
Single Family Low Density	6,000	7	7,100	6.1	R-1
---	---	---	---	---	R-1-1/2
Multiple Family Low Density	1,500	8-29	2,420	18	R-2
Multiple Family Medium Density	750	30-58	870	50	R-3
Multiple Family High Density	500	59-87	620	70	R-4

1. Single Family - Low Density Hillside (2.5 dwelling units per acre)

There are about 1,630 acres of undeveloped land in private ownership out of a total land area of about 2,630 acres.

The Verdugo Mountain Area is the only large land area remaining in Burbank which is not fully developed. The steep ravines, slopes, topography and problems of access, erosion control, brush fires and of soil stability preclude extensive or concentrated development

for the whole area. It is reasonable to expect, however, that approximately 90 acres of privately held land existing in the south-westerly portion of the Mountain Area could be developed through proper design in a safe and efficient manner. (See discussion of Verdugo Mountains in the Parks and Recreation Section.)

Within this 90 acre area, it is proposed that residences be developed at a density of 2.5 dwelling units per net acre. This would be translated in zoning terms to a single family type development but with lot sizes larger than in the existing R-1 Zone.

While the 2.5 dwellings per net acre (2.2 per gross acre) is recommended to be the maximum density, it is suggested that lot areas be permitted to be developed on a minimum size lot of 15,000 square feet. While one acre (43,560 square feet) divided by 15,000 square feet yields a higher density than 2.5 dwellings per net acre this smaller lot size is recommended to permit a greater flexibility in designing residential subdivisions with the topographic conditions existing in this area.

While lot sizes are proposed to be permitted with a minimum area of 15,000 square feet, the overall density of any single development within this 90 acre area should not exceed the 2.5 dwelling units per net acre.

Further, in this relatively self contained area, the development of other than purely detached single family residences should be encouraged. With a properly conceived scheme, the utilization of patio houses, town houses and other building forms, should not be excluded. In fact, any development that would encourage the preservation of the natural topography while still allowing development is held to be the desirable solution to this portion of the Verdugo Mountains.

2 Single Family - Low Density (7 dwelling units per acre)

This density reflects the existing preference and standards for single family detached housing. The density in this category is based on the present R-1 Zone which requires a minimum lot size of 6,000 square feet for each family unit. At the present time 3,003 acres, or 37 percent of the total developed land (net land area) in the city is in low density single family residential development.

This area will continue to consist predominantly of detached dwellings to house one family with not over one dwelling per lot. Density is to be seven or less dwelling units per net residential acre. The expected overall dwelling units per net residential acre would be six.

3. Multiple Family - Low Density (29 dwelling units per acre)

This density range would be equivalent to the present R-1-1/2 and R-2 Zones. Under the present zoning regulations the permitted density per acre within the medium density residential areas varies from 14 dwelling units in the R-1-1/2 Zone to 29 dwelling units in the R-2 Zone. Of the existing 299.5 acres zoned for medium density residential use only 138.8 acres or 46 percent is being used for this purpose.

The area could contain a mixture of residential types as follows: single family, two-family, and three or four family, and one or two story walk-up or garden apartments. Density would be twenty-nine or less dwelling units per net residential acre. The expected dwelling units per net residential acre would be twenty.

4. Multiple Family - Medium Density (58 dwelling units per acre) and Multiple Family - High Density (87 dwelling units per acre)

These density ranges are equivalent to the present R-3 and R-4 Zones which can be developed at a density of from 30 to 87 dwelling units per acre. Of the existing 608.7 acres zoned for high density residential use 136.7 acres or 22.5 percent of the area is presently being used for this purpose.

While there is no minimum lot area per dwelling unit in the R-3 or R-4 Zones there is a practical limitation in the number of dwellings that can be built upon a lot, because of the parking requirements and the necessity for elevators in apartments having more than two stories. It is possible under the present regulations to construct 12 units on a lot 50 x 155 in size. This amounts to 67 dwelling units per net acre. On a 100 x 155 lot the number of dwelling units can be increased to about 29 units per lot or 82 dwelling units per net acre.

In a survey made of apartments with 20 or more units built since June, 1960, (see following page) it was found that the average density was 54 dwelling units per acre. The range represented by this average density was from 26 to 85 dwelling units per acre. While there should be a limitation on the number of dwelling units that can be put on an acre of land, opportunities should also be available for the construction of high rise apartments. The suggested regulations contained in the zoning analysis would ensure that ample light, air and open space are provided.

The areas will permit all residential dwelling unit types but would be characterized by the permission of higher densities and high rise apartment structures. Average density would range up to a maximum of 87 dwelling units per net residential acre for the high density area. The expected dwelling units per net residential acre to be developed would vary from 50 to 58 in the 30-58 density range and from 70 to 87 in the 59-87 density range.

Table 3 . Apartment Density

Dwelling Unit Density of Apartments with 20 or More Dwelling Units
Built Between June 30, 1960 and June 3, 1963

Location		No. of Units	Sq. Ft. of Lot	Sq. Ft. per D.U.	D.U. Per Net Acre
1.	445 E. Magnolia Blvd.	20	17,250	862	50.5
2.	320 W. Alameda Blvd.	43	24,000	558	78.0
3.	2001 Peyton Ave.	20	16,250	812	53.6
4.	358 W. Alameda Ave.	20	13,875	694	62.9
5.	401 N. Pass Ave.	30	30,000	1,000	43.6
6.	545 E. Orange Grove Ave.	20	15,000	750	58.1
7.	421 N. Pass Ave.	41	32,550	794	54.9
8.	1901 Peyton Ave.	24	39,525	1,647	26.5
9.	441 N. Pass Ave.	38	28,400	747	58.3
10.	4121 Oak St.	24	21,106	879	49.6
11.	607-615-619 E. Providencia Ave.	33	24,000	727	59.9
12.	465 E. Tujunga Ave.	40	22,500	562	77.5
13.	4141 Kling St.	30	21,120	704	61.8
14.	520 S. 6th St.	20	13,500	675	64.7
15.	4161 Kling St.	30	21,840	728	59.9
16.	1720 Grismer Ave.	25	21,800	872	50.0
17.	240 S. 3rd St.	24	15,000	625	69.8
18.	4181 Kling St.	68	50,542	743	58.6
19.	241 W. Tujunga Ave.	20	10,250	512	85.1
20.	1731 Rogers Pl.	25	24,300	972	44.8
21.	345 E. Santa Anita Ave.	20	13,500	675	64.5
22.	4201 Kling St.	38	27,180	715	60.9
23.	4221 Kling St.	38	27,600	726	60.0
24.	303 E. Alameda Ave.	20	14,162	708	61.5
25.	1618, 1620, 1622, 1624, 1626, 1628, 1630 No. San Fern- ando Blvd.	55	74,400	1,353	32.2
26.	445 E. Verdugo Ave.	20	15,500	775	56.2
27.	210 W. Tujunga Ave.	21	24,000	1,143	38.2
28.	515 E. Magnolia Blvd.	21	17,440	830	52.5
29.	4241 Kling St.	38	27,600	726	60.0
30.	414 E. Cedar Ave.	24	18,600	775	56.2
TOTAL:		890	24,026 Av.	810 Av.	53.6 Av.

1



2



1. Density of about 18,000 square feet per dwelling unit or 2.4 units per net acre.
2. Density of about 6,000 square feet per dwelling unit or 7.3 units per net acre.
3. Density of about 3,424 square feet per dwelling unit or 14 units per net acre.

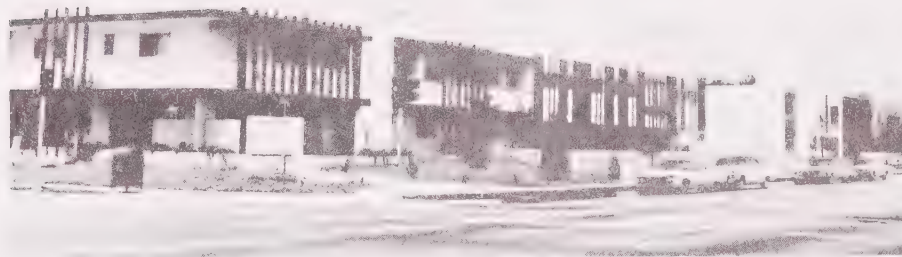
3



4



5



4. Density of about 1,600 square feet per dwelling unit or 29 units per net acre.
5. Density of about 1,000 square feet per dwelling unit or 43 units per net acre.
6. Density of about 507 square feet per dwelling unit or 85.9 units per net acre.

6



Commercial

The Land Use Inventory indicates that about 398 acres of land is being used for commercial purposes. The bulk of the commercial uses, totalling 236 acres, are in the C-1, C-2 and C-3 Zoning Districts. Non-commercial uses account for about 200 acres in the three zones.

Commercial uses in Burbank have moved outward from the City Center along the main traffic thoroughfares in long ribbons of development. There is an occasional compact grouping of buildings but on the whole there is little relationship between different uses or their ancillary facilities such as off-street parking.

There is, however, the emergence of several areas which indicate an attractiveness for grouping certain similar and related uses, such as the automotive repair, sales and service on San Fernando Boulevard, and the motel grouping on Olive Avenue.

The establishment of a commercial recreation center with Pickwick Center and the proposed Griffith Park equestrian center, commercial stables, and a drive-in theatre indicates the awareness of the businessman to the advantages of grouped uses which are both compatible and competitive.

Where these tendencies occur and have the opportunity to function efficiently with the rest of the community, an effort should be made to encourage the refinement and development of such an area, both protecting what has occurred in each grouping, and making it possible for other compatible uses to locate in the area, while at the same time discouraging and even prohibiting non-compatible uses.

For example recent development of several new buildings for doctors' offices and medical clinics, all uses appropriately connected in a direct relationship to the St. Joseph's Hospital indicates clearly the need to retain areas primarily for particular types of commercial uses and their associated needs. While the General Plan can only indicate a general location for grouping of uses of this nature, the zoning regulations can much more precisely reflect the policy of the city to protect and encourage the development of such a complex.

The land designation for motels and restaurants is too often provided for in districts of the city which contain mixtures of strip commercial

development including used car lots, and a catch all of other retail and industrial enterprises. Motel, restaurant and related functions of a city accommodate a great portion of its visitors. Motels are in actuality a residential use providing living quarters for visitors and tourists, and as such they should be located in the right kind of an attractive environment within the city. The same is true of restaurants which likewise attract guests from outside the city.

Many of the commercial uses in Burbank presently lack the appeal and customer drawing power which they need. The downtown area has not kept up with current trends in retail attraction. The remainder of the commercial activity is strung along the length of five major thoroughfares where it must compete with the heavy through traffic, and contend with the lack of pedestrian facilities, and inadequate off-street parking for its customers.

Proposals are made for the improvement of these areas through a delineation of the type of use, the traffic generated, the type of thoroughfares and parking required, and the concentration and grouping of compatible and complementary uses. One proposal is for the establishment of commercial centers to provide convenience goods. These centers would be related to and dependent upon the surrounding residential area. The map on page 11 shows the existing shopping facilities in the city and the distance study that was conducted to determine the adequacy of the existing facilities and need for additional facilities.



SHOPPING FACILITIES

CITY OF BURBANK, CALIFORNIA



City Center. The central business district and surrounding area is the "City Center" of Burbank due both to its location, and its long established identity as the downtown of Burbank. This City Center complex would include the retail core (or City Center Commercial Area), the Civic Center, and other cultural, public and institutional buildings in the area.

New buildings, large commercial establishments, shopping centers, and the extension of the strip commercial development have located outside the City Center area along Magnolia Boulevard, Olive Avenue, Burbank Boulevard and San Fernando Boulevard. The strip commercial areas which originally were an outgrowth of the City Center, have now spread out to the city boundaries.

Burbank needs to retain the vitality, life, the commercial activity and the attraction of a positive drawing power in the City Center area. To assert this drawing power, physical improvements must extend out along the streets used for access to the city. The vitality of a successful, stimulating, and appealing City Center will be of great importance to individual businessmen and a benefit to the whole city.

The revitalization of the City Center, its physical improvement and reorganization was studied in sufficient depth to recommend a program of action. While a detailed plan for the City Center is not an integral part of the General Plan, certain basic studies were undertaken to gain an understanding of the problem. The results of this study are on file in the City Planning Department. In addition an economic analysis of the area was done. (See Page 124.)

Any definitive revitalization plan for Burbank's City Center must come from the affected property owners and businessmen. The city has assisted by suggesting a direction and by getting the program started.

Burbank's City Center should be an attractive and efficient hub around which the city's principal retail, banking, office and government functions revolve. It should contain facilities with the ability to provide for the major shopping needs of the residents of Burbank, as well as attracting those from outside the city.

The most frequent complaint about Burbank's City Center heard from businessmen, customers and other observers concerns the district's unkempt and generally unattractive appearance. Many stores, banks

and offices have been remodeled recently but their impact has been lost in the total unappealing environment. While these conditions are most noticeable from the parking lots and alleys on either side of San Fernando Boulevard, the fronts also exhibit a definite need for overall remodeling and unifying treatment. It is recommended that the fronts and backs of buildings be remodeled. Such face lifting should not be piecemeal, independent solutions but rather should be accomplished in a coordinated manner. Coordination does not imply that all property owners be placed into a rigid mold and made to conform with one preconceived idea. Rather, there must be room for individual design decisions made with a respect and concern for overall harmony.

Pedestrian Mall. A landscaped pedestrian mall is proposed on San Fernando Boulevard from Tujunga Avenue to San Jose Avenue. It is proposed, however, that Magnolia Boulevard, Olive Avenue and Angeleno Avenue be continued as through, two-way streets carrying important east-west traffic. Palm and Orange Grove Avenues could be closed off between First and Third Streets. The majority of the closed portions could be converted into off-street parking while the segments at San Fernando Boulevard would make possible a continuous, uninterrupted three block mall between Magnolia and Olive Avenues. In addition to this three block mall, three other one block segments could be developed. In a long-range revitalization program, the mall should not be developed until traffic is diverted onto a one-way circulation system, as indicated on the Plan and until the service access to stores and additional off-street parking area has become a reality. The one-way street system would affect only First and Third Streets between Tujunga and San Jose Avenues.

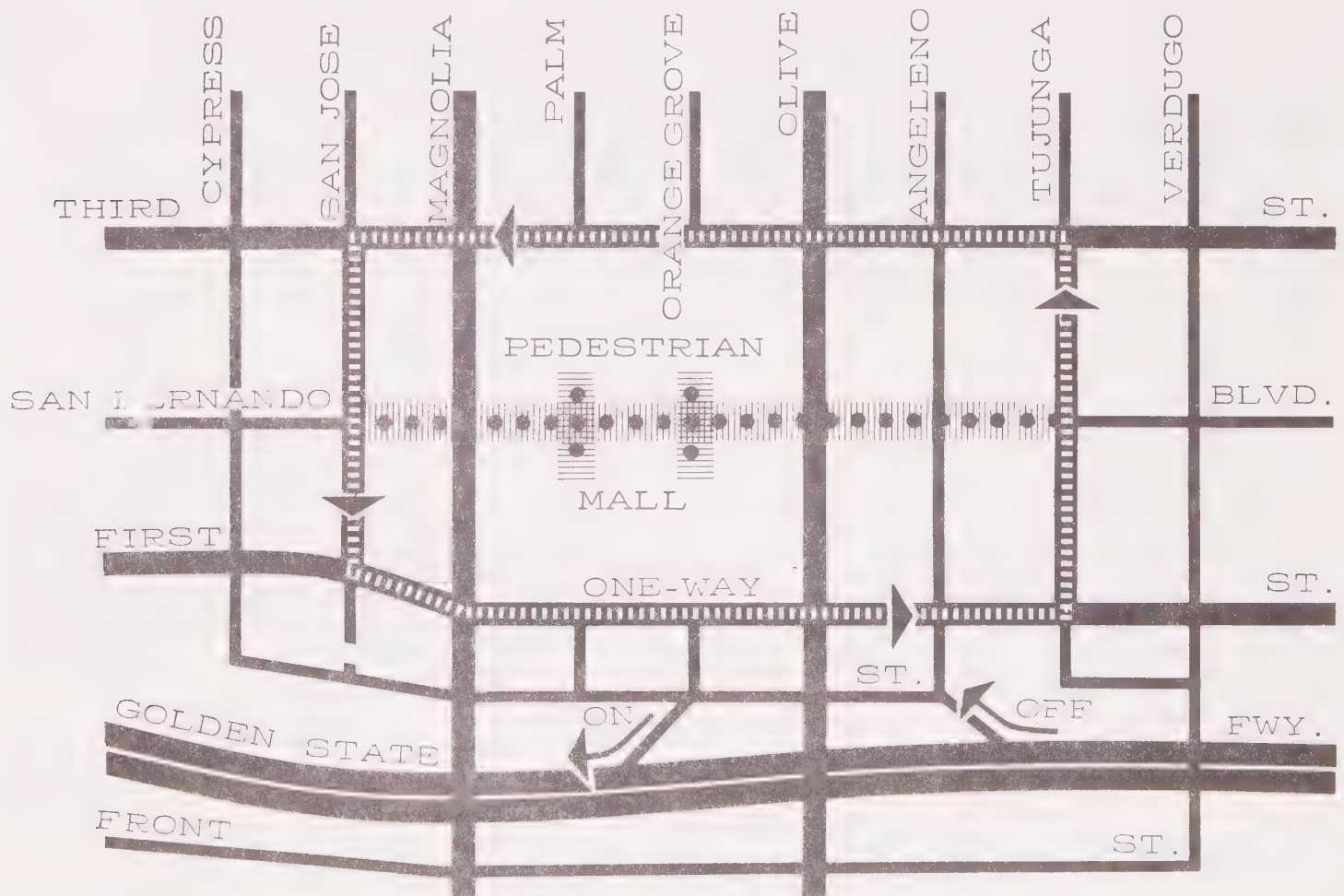
The future of Burbank's City Center does not depend entirely on the development of a mall, but a strong, dynamic, pedestrian shopping environment, together with efficient merchandising, could provide the area with a long-range ability to meet the competition from the outlying regional shopping centers that are being developed all over the San Fernando Valley.

The malls would be an integrating element, drawing together the stores, offices and shops, and giving the district a form. They would permit people to move freely from one side of the street to the other without delays caused by traffic lights.

A mall is the setting for the people who come there to shop. It is a place for special events, such as a community dance, band concert, fashion show, art exhibit or bazaar.

Properly designed and constructed, the mall provides much needed shade trees and shade structures of a different quality than that produced by the conventional canopy over the sidewalk. It introduces color and texture through the use of shrubs, flowers, benches, fountains, display structures, flags and paving materials of various kinds. The mall, as a garden in the midst of shops and offices, should be designed for the shopper's comfort and pleasure.

It is recommended that the basic study, developed in conjunction with this planning program, be precised and the details resolved. Most important, an active committee of businessmen should be formed to coordinate detailed planning and the implementation of public and private interests.





1911

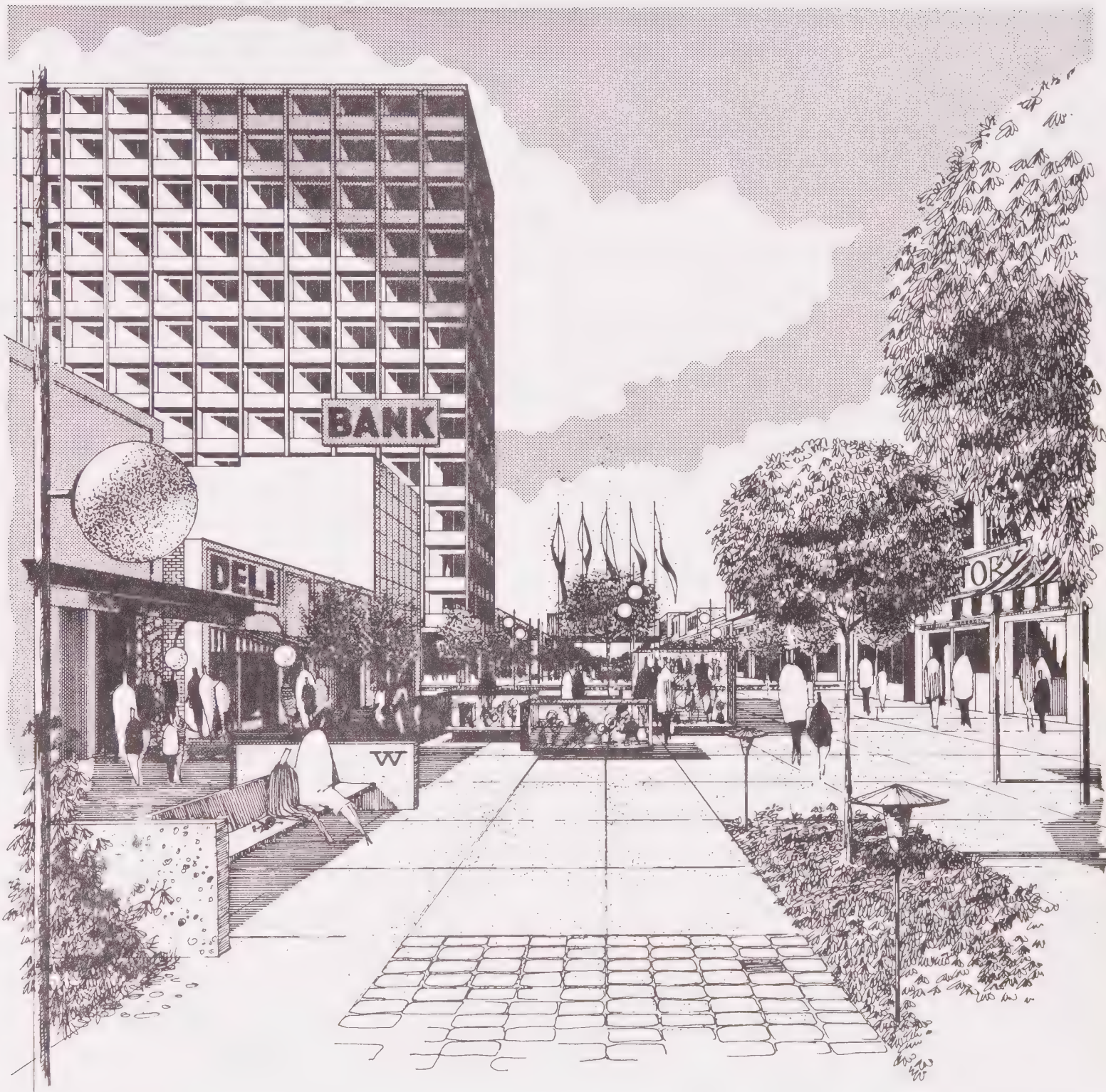


1927



1964

SAN FERNANDO BOULEVARD ... PAST ... PRESENT ...



A view of the mall from near the intersection of Angeleno Avenue and what was formerly San Fernando Boulevard. The proposed high-rise office building at the corner of Olive Avenue is in the background. The mall would be an integrating element, drawing together the stores, offices and shops, giving form to the area. The mall will permit people to circulate freely from one side of the street to the other without fear of cars and trucks and annoying delays caused by traffic lights. The varied elements such as fountains, exhibit cases for display of merchandise, rest areas, shade canopies, landscaping, the continuity and uniformity of signs and fixtures plus varied paving patterns will create a pleasing environment for shopping.

Economic Analysis. The studies of the City Center were based on the following economic analysis of the area. The intent of this analysis was to determine the economic impact of a revitalization program on the City Center commercial area of Burbank, and the additional parking needs that will be created.

Present Inventory of Space Use. Table 4 reveals the present structure of commercial activity within the twelve block area between San Jose and Tujunga Avenues and First and Third Streets. This will be termed the "Retail Core".

Table 4 . Space Use Inventory

Activities	Gross Space Ground Floor Square Feet	Gross Space on 2nd Floor Square Feet	Total Space	% Total Space
Retail	301,000	19,000	320,000	41.1
Office & Professional	95,000	44,000	139,000	17.8
Services	49,000		49,000	6.3
Other Commercial	18,000		18,000	2.3
Hotel	9,000	43,000	52,000	6.7
Public & Institutional	104,000		104,000	13.4
Wholesale & Manu- facturing	32,000		32,000	4.1
TOTAL space use	608,000	106,000	714,000	
Vacant space			65,000	8.3
TOTAL SPACE			779,000	100.0%

Retail uses account for less than 50 percent of total space use. The Central Area comprises a mixture of uses including offices, financial institutions, personal and business services, housing for transients, public offices, churches, and meeting places and a number of other activities that serve the needs of the community.

A further breakdown of retail activities is necessary in order to fully understand the primary function of the Retail Core. Table 5 breaks down the retail classification into type of establishments and reveals the relative importance of each.

Table 5 . Retail Space Inventory

Type of Establishment	Gross Area Square Feet	% of Total
Apparel and shoe stores	66,000	20.6
General Merchandise stores	85,000	26.6
Specialty (incl. jewelry) stores	41,000	12.8
Drug stores	27,000	8.4
Eating places	11,000	3.4
Other stores (incl. food)	90,000	28.2
	<u>320,000</u>	<u>100.0%</u>

Apparel, shoes, general merchandise and specialty stores, such as books, jewelry, sporting goods, account for 60 percent of retail space. This group of stores is characterized by wide selection of merchandise with variations in price, quality, and style. The principle of multiple attraction is essential to the success of this type of shopping; the greater the breadth of selection, the greater the attractive power of the retail complex. This concept explains the success of large shopping centers in which many competing shops cluster near the large department store and create a market place which attracts shoppers from a wide area.

Efficiency of Retail Sales in the Core. The economic efficiency of retail activity is measured by the value of gross annual sales per gross square foot of retail floor area. Table 6 summarizes the analysis of retail floor area by groups, within the Core Area, and compares these activities with the Central Business District of Santa Barbara and sales per square foot necessary to justify

new commercial construction.

Table 6 . Comparative Sales Per Square Foot

<u>Retail Group</u>	<u>Sales Per Square Foot of Gross Floor Area</u>		
	Burbank Core Area	Santa Barbara C.B.D.	Planning Standards New con- struction
Apparel and shoes	\$ 42	\$ 50	\$40 - 60
General Merchandise	60	47	50 - 60
Specialty stores	50	37	30 - 40
Drug stores	102	94	100
Eating places	22	18	40
Other stores	44	Not comparable	30 - 40

The sales volumes per unit of space in Burbank are above the Central Business District of Santa Barbara in all but one instance. In general it can be stated that the 1963 sales volumes in the Core are quite healthy and that replacement of obsolete commercial structures may be justified in good locations. Continuation of this situation is, of course, the principal objective of the revitalization plan.

Trading Area Analysis. A special license survey of cars parked in the retail core revealed the home addresses of a sample group of patrons and provided a clue as to the general configuration of the trading area. Table 9 summarizes the finding of the survey and compares this recent sample with similar surveys conducted in past years. It should be noted that these findings do not include those patrons who use the local bus service or those who walk to the area from their homes.

It is found that the effective trade area is within a three to four mile radius of the core area and includes portions of Glendale,

Los Angeles City, North Hollywood and Sun Valley. In general the configuration of this area has not changed appreciably between 1957 and 1964.

Potential Retail Volume. In order for retail sales volumes to increase in the retail core it will be necessary to attract a greater number of shoppers from within the city and the outlying fringe of the effective trade area. Attracting more dollars from a greater number of shoppers will require the following changes in the retail core:

1. Improved circulation system and more convenient free parking.
2. Increase selection of general merchandise, apparel and soft goods.
3. Improve appearance and desirability of the Core Area as an environment in which to shop.
4. Improve merchant services and joint merchant promotional activities.

All of these elements are interrelated and, if pursued in an overall program for improvement, will create a competitively powerful central retail complex which will not only benefit merchant and property owners, but will provide a focal point of the community of which the citizens of Burbank can be proud.

The sales potentials are based on the present level of disposable income within the city. For the purpose of this analysis it was assumed that the above conditions (items 1 through 4 above) were in existence during 1963, and that a junior department store (soft goods only) existed in the Core Area. The purpose of this analysis was to determine the level of retail sales that might have been reached under the Plan as outlined.

In determining potential sales it is necessary to estimate total purchasing power that might be captured by the Central Business District. Analysis of recent retail sales by retail groups (reported by State Board of Equalization) revealed some interesting changes which have occurred between 1961 and 1963.

It is calculated (Table 8) that a retail store as specified above could be supported. The size of such a facility will depend on many variables not considered here, however, it is roughly estimated that between 60,000 and 70,000 square feet could be justified.

It is assumed that two-thirds of the estimated increased sales volume would be required to support this new major attraction. The remaining one-third, it is further assumed, would be absorbed by existing retail facilities.

Table 8 . Calculation of Potential Sales Volumes, 1963

Item #	Factors and Calculations	Major Retail Groups			Totals
		Apparel Group	General Merchandise Establishments	Specialty Stores	
1	Average sales per capita in L.A. County, 1963	\$ 83	\$ 187	\$ 87	
2	Estimated expenditures by Burbank residents, 1963 <u>1/</u> (in 000)	\$7,872	\$17,735	\$8,251	
3	Estimated % that <u>might</u> have been captured by the Retail Core	45%	30%	30%	
4	Estimated potential sales in Retail Core (item 2 x item 3) (in 000)	\$3,542	\$ 5,321	\$2,475	
5	Factor for purchases made by residents outside of Burbank	1.4	1.3	1.3	
6	Total <u>potential</u> sales in retail core (item 4 x item 5) (in 000)	\$4,959	\$6,917	\$3,217	\$15,093
7	Actual sales in Core Area 1963 (in 000) <u>2/</u>	\$2,563	\$5,075	\$1,923	\$ 9,561
8	Increase sales potential (potential sales item 6 less actual sales item 7) (in 000)	\$2,396	\$1,842	\$1,294	\$ 5,532
9	Assume that 2/3 of increased sales would be captured by a new major retail attraction (in 000)				\$ 3,700
10	Supportable gross floor area in new facility <u>3/</u>			60,000 - 70,000	

1/ Sales per capita times 1963 population of Burbank estimated to be 94,842 by L.A. Regional Planning Commission.

2/ Special tabulation of retail stores in the Retail Core of Burbank - obtained from records of the State Board of Equalization by the Burbank Planning Department.

3/ Assume between 50 and 60 dollars of annual sales per square foot of gross floor area.

Table 9 . Summary License Plate Survey

<u>Place of Residence</u>	<u>Percentage of Total Licenses Represented</u>		
	Survey July 1957	Survey July 1962	Survey May 1964
Effective Trade Area			
Burbank	56.0	64.1	60.5
Glendale	9.9	6.7	10.5
Los Angeles (San Fernando Valley)	7.0	6.2	4.9
North Hollywood	4.7	3.9	4.1
Sun Valley	6.1	4.7	6.3
TOTAL Trade Area	83.7	85.6	86.3
Remainder of Los Angeles County	14.1	9.5	10.1
Other Areas	2.2	4.9	3.6
TOTALS	100.0%	100.0%	100.0%

Parking Analysis. The revitalization program envisioned in the Plan requires critical analysis of existing parking facilities which are provided for patrons of the retail complex (termed "retail spaces"). Increased retail activity and closure of certain streets, in order to create the mall, will affect existing parking capacity. It is the intent of this section to determine the net change in the number of parking spaces needed to adequately serve the retail core as planned.

The present inventory of parking spaces is summarized in the following table.

Table 10 . Inventory of Parking

Type of Facility	Number of Spaces	Area Covered Ground Only Not Including Curb Spaces Acres	Average Size of Parking Space Sq. Ft.
<u>Off-Street Parking</u>			
Retail - non metered	792	5.90	324
Retail - metered	670	5.07	329
Employee - non-metered	431	3.42	345
Employee - metered	148	1.15	340
Parking Garage - 2 level	93	.44	---
Total Parking Off-Street	2,134	15.98	
Curb Parking	405		
TOTAL spaces	2,539		

This analysis is concerned with those spaces which serve the retail activities (metered, non-metered and curb spaces). Parking spaces lost by the mall can be recovered by utilizing public right of way on closed streets.

Determination

TOTAL retail off-street spaces	1,462	
plus present curb spaces	<u>405</u>	
TOTAL spaces serving retail stores in the core	1,867	
Ratio of retail spaces per 1,000 square feet of gross retail space	<u>1,867</u> 320	5.8 spaces per 1,000 square feet.

The revitalization plan would cause; 1) an increase in retail space of possibly 70,000 square feet (new major retail attraction) and, 2) closure of street with a loss of 202 parking spaces along the curbs. This additional space need must be provided in convenient off-street parking lots if the present ratio of parking space to gross floor area is to be maintained.

The additional space needs are calculated as follows:

	<u>Spaces</u>	<u>Acres</u>	<u>1/</u>
1. Spaces to serve new store (70 x 5.8)	406	3.3	
2. Spaces to replace curb spaces	<u>202</u>	<u>1.6</u>	
3. Total new spaces	608	4.9	

Adding to this total existing spaces;

4. Existing off-street spaces for patron use and,	1,462	
5. Remaining curb spaces	203	
6. Spaces provided	2,273	
7. Spaces per 1,000 square feet (<u>2,273</u>) of gross retail spaces	390	5.8 spaces
8. Land area need for off-street retail parking		16.6

1/ Parking spaces are converted to land area and acres by multiplying number of spaces by average land area per space 350 square feet per space and converting to acreage.

Strip Commercial. The major thoroughfares which radiate out from the City Center also bring people into the city. The impression one receives of the city is primarily what is viewed along these major thoroughfares. The improved appearance of these strips is a prime necessity. This has been illustrated in the diagram in the "Community Today" section.

Each of the major thoroughfares was studied in detail to determine the uses that have been developed and the alternatives that are available to improve the overall function of these areas.

The studies created a number of problems:

1. Visual Appearance. In general the appearance of the thoroughfares with strip commercial is discordant, and generally unappealing. Much of this is the result of run-down buildings, signs, and billboards, which in total affect the whole character of the thoroughfare.
2. Effect on Circulation. The traffic carrying capacity of the street is hampered by uncontrolled access, on-street parking movements, the burden of curb parking because of inadequate and inaccessible off-street parking. Since these thoroughfares will carry an increasing volume of traffic in the future, the provision of adequate off-street parking facilities would improve the usefulness of the streets.
3. Convenience Factor. There is little opportunity for the shopper to shop at more than a few stores at one stop because of the mixture of various unrelated uses.
4. Effect on residential property. A great deal of residential property is being subjected to adverse conditions due to the lack of any effective physical separation between commercial and industrial uses along the highways and the neighboring residential lots on the side streets. The lack of adequate parking in many cases causes the adjacent residential streets to provide space for commercial parking.

Certain assumptions were made as the basis for establishing the foundation for sound commercial development.

1. Most retail stores that are on a street are not necessarily dependent upon the volume of traffic on the street for their success. Heavy traffic may actually keep customers from shopping.
2. Because of the width of the arterial and the volume of traffic there is little pedestrian shopping movement from one side of the street to the other. An exception to this could be at signal equipped intersections such as Hollywood Way and Magnolia Boulevard. At these intersections, there is a conflict between the through traffic on the arterial and the adjacent shopping.

3. Types of business that locate on the strips can be generally grouped into one of the following:
 - a. Those serving the adjacent residential needs (on the same side of the street as the store). Such uses would be predominantly small convenience shopping facilities.
 - b. Those whose customers deliberately come from a wider area because of their familiarity with a specific business. This would include highway oriented uses such as drive-in facilities, specialty uses such as automobile sales, service stations, repair garages, car washes and offices of all types that provide for services rather than for retail sales.
 - c. Commercial centers with a supermarket as the major attraction. These are usually only one or two blocks long, and occupy only a small percent of the commercially zoned strip. In most instances these have been developed with their own group off-street parking.
 - d. Those whose customers are casual. This type of customer demands immediate curb parking or readily visible off-street parking.
 - e. Those which established themselves on the strip because of available space or other economic considerations. This includes a wide assortment of miscellaneous and in some cases incompatible uses.

From the studies conducted several approaches to the problem of strip commercial were worked out. As indicated below more detailed study is needed on some of the aspects.

1. Uses should be grouped according to the type of traffic generated, parking requirements, pedestrian drawing power and the effect on adjacent single family residential areas. The grouping of commercial uses into commercial centers in order to obtain compact shopping areas with adequate off-street parking.
2. The development of automotive centers, where there could be a grouping of sales and service functions.

3. The development of multiple family areas on a block by block basis.
4. The identification of areas that are occupied by other uses for example, industrial activities. These should be designated so that the uses can be protected if they have a satisfactory relationship to the highway and the surrounding property.
5. The identification of areas which are having a detrimental effect on neighboring properties, and the determination of how to rehabilitate such areas.
6. Each group of lots or block of frontage should be individually studied to determine how property can be acquired to develop adequate off-street parking for the businesses in that block. Access to such parking should be from the side street so that the area can be served without disrupting arterial traffic. Parking when adjacent to the residential areas needs to be carefully arranged and properly screened to prevent any adverse effect.
7. Equally important is the need for the city to initiate a street tree planting program; a review of the sign regulations; and improvement of the street lighting, along all these major boulevards.

A number of special sketches have been prepared and photographs taken to illustrate the types of treatment that are available for the solution of the problems in certain instances. There can be many variations of these ideas. The most important matter, however, is that something should be done or these areas will further deteriorate.

The sketches and photographs appear on the following pages.

1

TODAY'S CONDITIONS

Uncoordinated parking with inefficient use of parking space.

Two-way alleys causing traffic congestion.

Conglomerate mixture of buildings, parking and traffic flow.

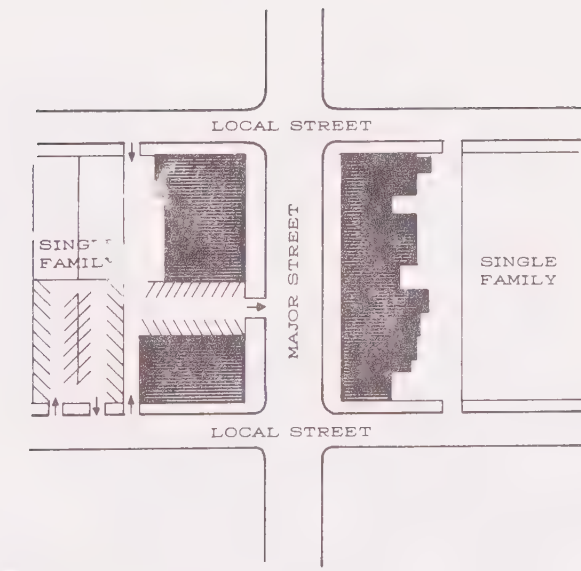
2

POSSIBLE IMPROVEMENT

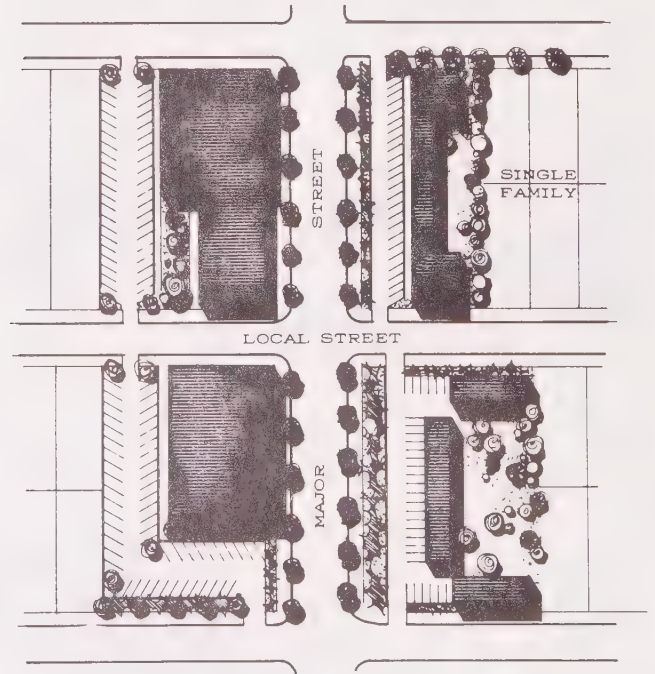
Commercial - elimination of alley provides more usable parking areas.

Apartments - oriented toward the residential areas with parking adjacent to the Boulevard.

1



2

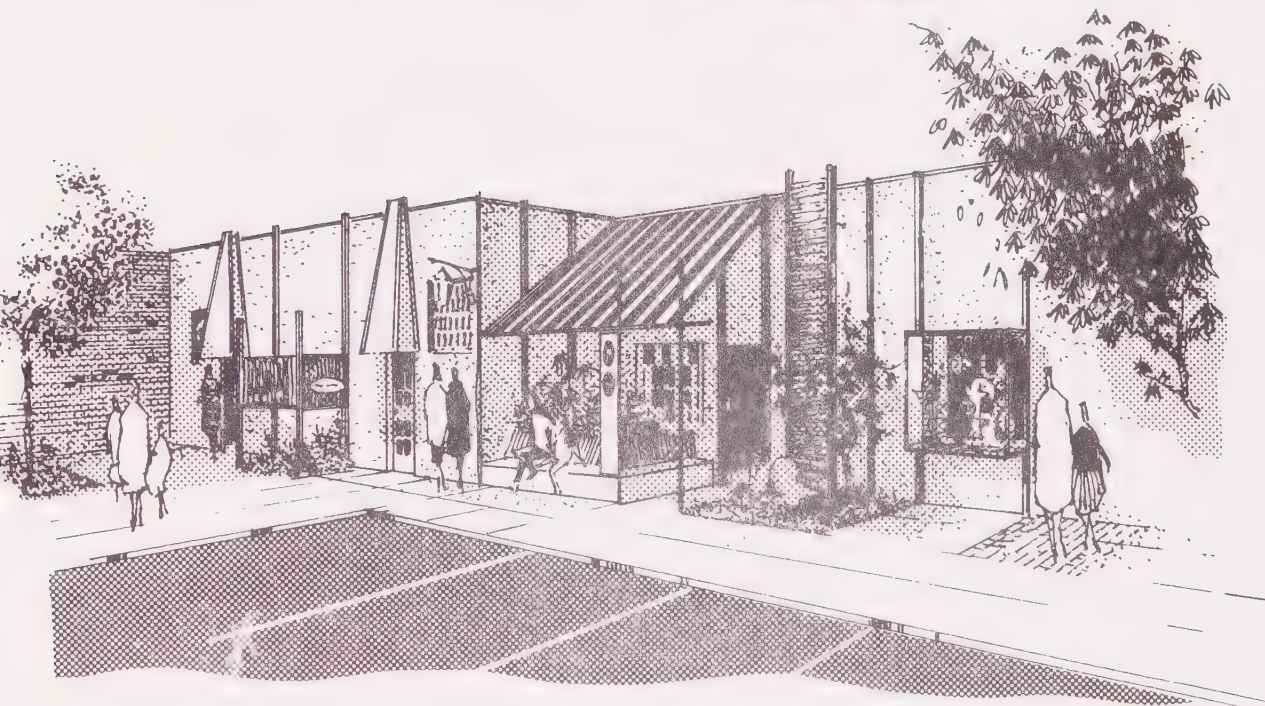


An example of how the spaces behind stores along Magnolia Boulevard can provide a successful transition from parking lots to shops.





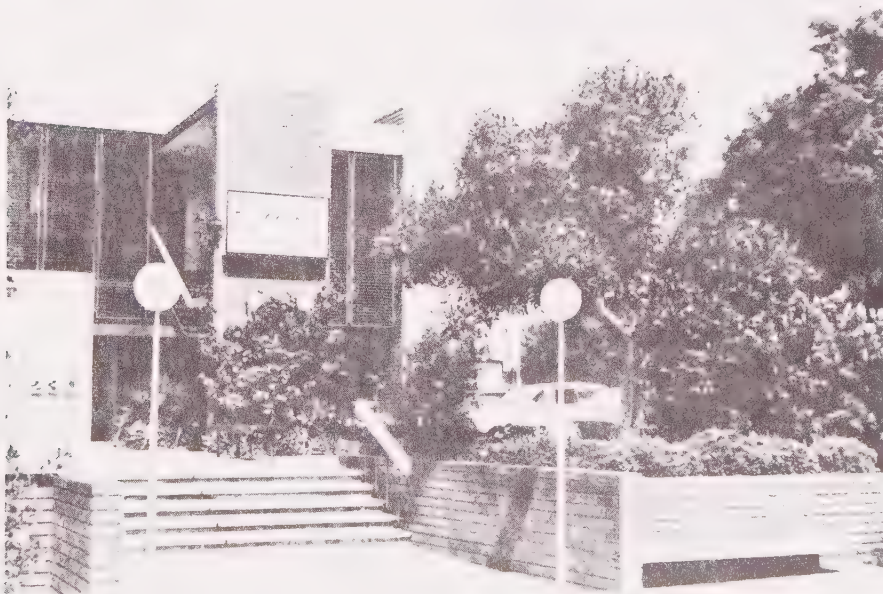
The staggered placement of buildings provide an opportunity for small courts and planted areas at the rear of stores.



An example of shopper convenience provided by a rear entrance directly from the parking lot.



The following pictures show examples of what has been done in a neighboring community (Pasadena) to improve and make attractive the rear access to stores and shops.





It should be noted that these improvements have taken place along one entire street (Lake Street). Many of Burbank's commercial areas would lend themselves to similar treatment.

Industrial

The Land Use Inventory indicates that 1,410 acres are being used for industrial purposes. Of this, 891 acres are located in the M-1 and M-2 Zones. Burbank has long been established as an industrial city. The concentration of industrial and non-manufacturing uses in the city has brought about a steady expansion of the existing industrial base. As the Land Use Inventory shows, the major industrial development is in three areas. The first is a broad triangle formed primarily by the Lockheed Aircraft and Airport and bounded by the Southern Pacific Railroad to the east and the converging Southern Pacific Coast Line to the west. The second is the band that occurs on either side of the main Southern Pacific Railroad and the Golden State Freeway. And the third is the non-manufacturing industrial uses which occur in the southwest corner (the motion picture and broadcasting studios). A large number of small manufacturing and industrial uses co-exist with the strip commercial development along Burbank, Magnolia, South Victory Boulevards and several other streets.

Table 11. Statistical Summary of Land Use - 1962

<u>Use</u>	<u>Acres</u>	<u>% of City</u>	<u>Use</u>	<u>Acres</u>	<u>% of City</u>
<u>RESIDENTIAL</u>	<u>3,625.4</u>	<u>33.0</u>	<u>PUBLIC & QUASI-PUBLIC</u>	<u>554.0</u>	<u>5.0</u>
Single Family	3,003.8	27.3	All Public	9.5	0.1
Two Family	199.8	1.3	Schools, public	152.0	1.4
3 & 4 Family	218.2	2.0	Schools, private	28.4	0.3
5 & More Family	171.4	1.6	Medical	16.9	0.2
Trailer Park	32.2	0.3	Religious	20.1	0.2
			Military	3.2	0.0
<u>COMMERCIAL</u>	<u>398.1</u>	<u>3.8</u>	Lodge, club, etc.	4.2	0.0
Office & Professional	40.1	0.4	Institutions	1.9	0.0
Service	10.4	0.1	Cemetery	70.2	0.6
Retail	75.5	0.7	Golf Course	114.9	1.0
Commercial Recreation	51.8	0.5	Park & Recreation	86.6	0.8
Automotive & Transportation	75.0	0.7	Off-street parking	46.0	0.4
Hotel-Motel	17.4	0.2			
Off-street Parking	127.9	1.2	<u>OPEN & CONSERVATION</u>	<u>2,914.4</u>	<u>26.6</u>
<u>INDUSTRIAL</u>	<u>1,409.8</u>	<u>12.9</u>	Vacant	2,820.6	25.7
Wholesale & Warehouse	55.5	0.5	Flood Control	93.8	0.9
Non-Manufacturing	361.2	3.3			
Research & Development	1.1	0.0	<u>MIXED USE</u>	<u>48.5</u>	<u>0.4</u>
Manufacturing	272.2	2.5			
Utilities	107.9	1.0	<u>NET LAND AREA</u>	<u>8,950.4</u>	<u>81.7</u>
Minerals, earth products	15.9	0.1			
Airport	281.2	2.6	<u>STREETS & FREEWAYS</u>	<u>2,004.5</u>	<u>18.3</u>
Railroad	84.7	0.8			
Off-street Parking	230.3	2.1	<u>CITY TOTAL</u>	<u>10,954.9</u>	<u>100.0</u>

CIRCULATION

Streets

The Land Use Inventory indicates that about 2,000 acres or over 25.2 percent of the city is being used for circulation in the developed portion of the city.

A street map of Burbank displays an assortment of street patterns which are to a great extent the result of the Providencia Land, Water and Development Company's subdivision in 1887. As is true of many communities Burbank has to contend with a road system which was originally intended for uses and volumes quite different from those imposed by present day conditions.

The major thoroughfares in the city form a palmated pattern radiating out from the City Center and crossing the predominant grid pattern of the city. The grid pattern is composed of long narrow blocks. Such a design undoubtedly promoted ease of road layout, land platting and drainage. However, a street pattern originally intended to filter and distribute primarily internal traffic becomes a cause of inefficiency and congestion when the streets are used as major arterials. The numerous intersections of the grid system are not conducive to free, safe movement. Burbank is fortunate, however, in having ample width in most of the important streets.

Segregation of through traffic from local streets becomes difficult in the city's street system. When one street fails to accommodate increasing through traffic demands, vehicles avoid congestion and delay by filtering onto adjacent residential streets. These streets in turn soon lose their quiet residential character with a resultant adverse effect on the adjacent homes. The two freeways did much to alleviate some of the problems of through traffic. However, the freeways in Burbank were superimposed upon the existing pattern of surface arterials and collectors with no major changes to accommodate the changing function of the surface street system.

Burbank has several important traffic generators that cause circulation problems of area-wide implication. Among these are Lockheed Aircraft Corporation, the airport, and the motion picture studios.

Travel between one part of town and another will become more difficult as the population of the area increases. While the streets are wide enough to carry an increased traffic load, the intersections will become more congested. Street capacity is governed by intersection capacity.

1956 Master Plan of Streets and Highways. A Master Plan of Streets and Highways has been in effect since October 2, 1956. The following is a list of the streets by their present classification.

Major Arterial

Alameda Avenue (from Riverside Drive to San Fernando Boulevard)
Buena Vista Street (from San Fernando Boulevard to Riverside Drive)
Burbank Boulevard (from Burbank-Los Angeles City boundary to San Fernando Boulevard)
Glenoaks Boulevard
Hollywood Way (from Burbank-Los Angeles City boundary to Olive Avenue)
Magnolia Boulevard (from Burbank-Los Angeles City boundary to Glenoaks Boulevard)
Olive Avenue (from Burbank-Los Angeles City boundary to Glenoaks Boulevard)
Riverside Drive
San Fernando Boulevard (from Burbank-Los Angeles City boundary to Burbank-Glendale City boundary)
Victory Boulevard (from Burbank-Los Angeles City boundary to Burbank-Glendale City boundary)

Secondary Arterial

Alameda Avenue (from San Fernando Boulevard to Glenoaks Boulevard)
Empire Avenue (from Victory Place to Burbank-Los Angeles City boundary)
Pass Avenue (from Olive Avenue to Chandler Boulevard)
San Fernando Boulevard (from Burbank-Glendale City boundary to Victory Place)
Vanowen Street (from Burbank-Los Angeles City boundary to Buena Vista Street)

Verdugo Avenue (Burbank-Los Angeles City boundary to Flower Street and from Bonnywood Place to Glenoaks Boulevard)
Victory Place (from San Fernando Boulevard to Burbank Boulevard)

Classification of Streets. The following classification for streets was established:

Arterial System - Provide for through traffic movement between areas and across the city, and direct access to abutting property; subject to necessary control of entrances, exits, and curb uses.

The arterial system has been divided into major arterial and secondary arterials. In order to ensure that local and collector streets serve their primary purpose, of providing access and local circulation, arterial streets should not be more than one mile apart.

Major Arterial Street System. To expedite movement of through traffic to major traffic generators such as the central business district, residential centers and industrial areas. To collect and distribute traffic from freeways to less important arterial streets, or directly to traffic destinations.

Right of way width: 80 - 120'

Moving lanes: 4 - 6

Daily volume: 10,000 - 40,000

Access conditions: Intersections at grades with direct access to adjacent property.

Traffic control: Channelization used to control turning movements at intersections and at private driveways where critical. Traffic signals at major intersections. Pedestrian crosswalks at grade. Parking restricted.

Design features: Desirably located on the boundaries of residential areas. Primary arterial streets should by-pass major shopping centers, parks, and other homogeneous areas.

Secondary Arterial Street System. To collect and distribute traffic from primary arterials to local streets or directly to traffic destinations. To serve secondary traffic generators such as a small business center, high school, community center, athletic field, neighborhood shopping center, major park, multiple residence area, concentration of offices or clinics, major private recreation facility, large hospital.

Right of way width: 60' minimum 80' desirable

Width between curbs: 44' minimum 60' desirable

Moving lanes: 2 (may be increased by limitations on curb parking at peak hours)

Daily volumes: 4,000 - 15,000

Access conditions: Intersections at grade with direct access to adjacent property.

Traffic features: Traffic signals at major intersections. Pedestrian crosswalks at grade. Parking restricted as necessary.

Planning features: Generally located on neighborhood boundaries. May be located within neighborhoods only when necessary to provide adequate service to traffic generators located within neighborhoods. All traffic served should have either an origin or a destination within the community.

Collector Street System - providing for traffic movement between major arterials and local streets, and direct access to abutting property.

To collect and distribute traffic between arterials and local streets, or directly to traffic destinations. Should also include those streets used principally to provide for through-traffic movements within a local area, and for access to abutting property. To serve neighborhood traffic generators such as one store or a small group of stores, elementary school, church, club house, small hospital or clinic, small apartment area.

Right of way width: 60' minimum 66' desirable

Width between curbs: 36' in low density residential area.
42' in high density residential or on
transit route.

Moving lanes: 2

Daily volume: 500 - 2,500

Access conditions: Intersections at grade with direct access
to adjacent property.

Traffic features: Traffic control measures as warranted,
but not to encourage traffic through the neighborhood.

Planning features: Should function as through street only
within one neighborhood, and should serve traffic only with
an origin or destination within that neighborhood. To accom-
modate local through-traffic movements, and inter-connect
local streets with the major arterial street system, collector
streets should be spaced at approximately half mile intervals.

Local Street System - provides for direct access to abutting land,
and for local traffic.

The local street system has been divided into streets providing
both commercial-industrial access and those providing residential
access. This system should include all streets used primarily
for direct access to residential, commercial, industrial, or other
abutting property. Continuity of local street systems is not import-
ant. They should provide easy access to abutting property and
connect with collector streets. All through-traffic movement should
be discouraged on local streets.

Local Street System for Commercial Access. To provide
access to commercial properties in business, commercial
and industrial areas.

Right of way width: 60' - 100'

Width between curbs: 42' - 60'

Moving lanes: 2 - 4

Daily volume: Variable

Access conditions: Intersections at grade with direct access to adjacent property.

Traffic features: Traffic control and parking measures as warranted.

Planning features: Should be designed to serve local commercial traffic only; through-traffic should be discouraged.

Local Street System for Residential Access. To provide access to residential property.

Right of way width: 50' minimum 60' desirable

Width between curbs: 36' minimum 40' desirable

Moving lanes: 2

Daily volume: Variable.

Access conditions: Intersections at grade with direct access to adjacent property.

Traffic features: Traffic control measures as warranted to provide adequate sight distance and safety.

Planning features: Should be designed and located to prevent continuous or unobstructed flow of traffic through a neighborhood.

Inventory of existing streets. An inventory of existing facilities and an appraisal of potential need based upon anticipated community growth was made. Factors used in determining the nature and location of the proposed street types were the anticipated traffic generation and attraction characteristics of land uses based on the holding capacity.

Freeways. Two freeways pass through Burbank. It is assumed that no additional freeways will be constructed within the city. Both of the freeways carry through traffic that formerly used streets in Burbank. Traffic on Olive Avenue, for example, decreased from 36,000 vehicles a day to 26,000 when the Golden State Freeway opened.

The Golden State Freeway (Route 6 and 99) passes through the center of the city. The average daily traffic flow is 100,000 vehicles, of which about 30,000 vehicles enter Burbank.

The Ventura Freeway (Route 101) passes along the southern edge of the city. The daily average traffic flow is 58,000 vehicles, of which about 12,000 vehicles enter Burbank.

The following are the on and off ramps for the Golden State and Ventura Freeways:

Golden State Freeway Northbound

Exits

Alameda Avenue
Olive Avenue via Angeleno Avenue
Burbank Boulevard
Scott Road
Lincoln Street
Buena Vista Street

Entrances

Alameda Avenue
Orange Grove Avenue
Walnut Avenue and Scott Road
San Fernando Boulevard at Morgan Avenue
Buena Vista Street

Golden State Freeway Southbound

Exits

Buena Vista Street via San Fernando Boulevard
Scott Road
Burbank Boulevard
Verdugo Avenue via Front Street
Alameda Avenue

Entrances

San Fernando Boulevard at Lincoln Street
Burbank Boulevard
Verdugo Avenue via Front Street
Alameda Avenue

Ventura Freeway Westbound

Exits

Buena Vista Street
Hollywood Way via Alameda Avenue

Entrances

Buena Vista Street
Alameda Avenue

Ventura Freeway Eastbound

Exits

Pass Avenue
Buena Vista Street via Catalina Street

Entrances

Riverside Drive and Hollywood Way
Buena Vista Street

Arterial and Collector Streets. The following data was obtained from the City Traffic Engineer for those streets established as arterials or collectors. This material is on file in the Planning Department. Additional information will, it is understood, be made available soon by the Los Angeles Regional Transportation Study.

Classification of street
Right of way width
Roadway width
Number of traffic lanes
Setback width
Peak hour traffic
Average daily traffic
Practical capacity - peak hour
Practical capacity - daily

Truck Routes. Prior to the construction of the Freeway, the Municipal Code designated a system of thoroughfares for truck use, so that heavy truck traffic could be confined to streets designed and constructed to handle it. The system of truck routes was

intended to provide access to and circulation through those areas which utilize truck service. It provides direct connections with major and secondary thoroughfares. The Freeways now provide this function.

Public Transit

Bus Service. One transit system serves the Burbank area; the Metropolitan Transit Authority. This authority presently serves the entire Los Angeles Metropolitan area with seven lines passing through Burbank. These lines form a hub in downtown Burbank and extend north and west into the San Fernando Valley, south to Hollywood and Los Angeles and east to Glendale. Service to the San Fernando Valley is provided by lines 14, 24, 86 and 87. Los Angeles and Hollywood are made accessible by lines 39, 81, 86 and 87 and to Glendale by lines 20 and 39.

Rapid Transit. Lines are being considered for the area along two regional corridors. First is the "Reseda Route" - from downtown Los Angeles via Wilshire and Cahuenga Pass to Reseda. This is part of the proposed initial rapid transit installation. It will go out the Hollywood Freeway to Victory then west along Victory through the San Fernando Valley. Because of the distance from the line to downtown Burbank (4 miles) and the necessity to transfer to the Wilshire corridor in order to get to downtown Los Angeles it will probably still be preferable to take a bus on the freeway to Los Angeles. However, for someone whose destination is on one of the rapid transit corridors the distance from Burbank to the route would be of little consequence.

The second route proposed in the Long Range Transit Plan would have a very definite effect on the city. This is the proposed San Fernando route via Glendale and Burbank. According to the Metropolitan Transit Authority, ". . . it is probable that a future rapid transit system will follow reasonably close to the historic routes of urban transportation, namely, Glenoaks and San Fernando Road."¹/However, as they state, ". . . precise studies for locating new systems have been completed only on the four primary corridors . . .".¹/

Inter-Regional Buses. Ten inter-regional buses a day stop in Burbank. It is estimated that at present 385-420 passengers per

week embark or disembark at Burbank. Bus stop accommodations and passenger facilities in the city are minimal and unattractive, presenting to the visitor a rather dismal welcome. There are no bus depots since the buses make only a short stop and park in the streets.

Airport and Heliports

With the opening of the Los Angeles International Airport in December 1946 the Lockheed Airport showed a decline in the number of flights operating from it. There are presently three passenger lines operating scheduled flights, as well as several non-scheduled charter services. A recent installation was the aerial tanker base for the County Forester and Fire Warden.

There are about 35 passenger flights in and out of the airport daily. The number of passengers in 1963 was 419,694. This was a decline of about 45 percent from the 1946 passenger level of 1,296,000. The amount of cargo carried during 1962 for metropolitan distribution was 15,936 tons. The following indicates the decrease in passengers since 1946:

1946	1,296,000
1950	604,000
1951	739,000
1952	761,000
1962	581,000
1963	419,694*

- * Reduction due to non-scheduled lines being able to operate only on a charter basis under new C.A.B. ruling.

Landings at the field occur 70 percent of the time from the north-south runway (direction south) takeoffs occur ninety percent of the time from the same runway (direction south).

Lockheed Airport is a private field and is not part of the National Airport Plan of the Federal Aviation Agency.^{2/} The Federal Aviation Agency operates the control tower and recently completed a \$700,000 installation of radar and related equipment. It is assumed for the purposes of the General Plan that the Lockheed Aircraft Corporation will

continue to operate the field as they have in the past. New aircraft for short range flights could well increase the use of the Airport. Also if the flights increase at the Los Angeles International Airport the Lockheed Airport might be used for commercial flights not presently scheduled in Burbank.

To protect the future use of the airport the Burbank Chamber of Commerce in a letter (March 9, 1962) to the City Council recommended that favorable consideration be given to amending the Zoning Code so as to provide reasonable height limitations requirements in the approach areas of the runways to and from Lockheed Air Terminal. The Planning Board recommended approval of the proposed airport approach zone, and the City Council passed an ordinance (#1845), effective January 13, 1963 to effect an eastern approach zone to runway 25 and a southern approach zone to runway 33. Details of laying out the two approach zones were worked out by the Planning Department staff, Public Works Department and Lockheed Air Terminal personnel.

Heliport. The Los Angeles Airways operates eight flights daily from the Lockheed Terminal to the Los Angeles International Airport.

Railroads

Burbank is served by one railroad line, the Southern Pacific which has a mainline (Valley Line) running north and south and the Coast Line also serves the San Fernando Valley. There are about 15 trains a day in each direction over the Valley Line and about eight trains a day each direction over the Coast Line. In addition, there is the Chatsworth Branch on Chandler Boulevard which serves industries in Burbank and other communities in the San Fernando Valley.^{3/}

Passenger trains have not stopped at Burbank since 1961. Passengers from Burbank wishing to take the train have to go to Glendale. Complete through trains do not make scheduled stops in Burbank but there are three switch engine (local) trips each day which "set out" and "pick up" cars in Burbank. Inbound commodities include food products, appliances and furniture, iron and steel, lumber, building materials, flour and aluminum. Leading outbound shipments

include food products, soaps and toilet articles. There are eleven grade crossings and five grade separations in the city. An additional grade separation is being constructed for Alameda Avenue. An additional grade separation has been considered in the past at the intersection of Hollywood Way and the Coast Line. The following are the existing grade crossings and grade separations:

Table 12. Grade Crossings and Separations

Southern Pacific Valley Line

Grade separations - Alameda Avenue (under construction)
Burbank Boulevard
Magnolia Boulevard
Olive Avenue
San Fernando Road

Grade crossings - Buena Vista Street
Hollywood Way

Coast Line

Grade separations - Victory Place

Grade crossings - Buena Vista Street
Clybourn Avenue
Hollywood Way

Chatsworth Line

Grade crossings - Buena Vista Street
Hollywood Way
Keystone Street
Mariposa Street
Victory Boulevard
Whitnall Highway

PUBLIC FACILITIES

PARKS AND RECREATION
SCHOOLS
LIBRARIES
GOVERNMENTAL
FIRE STATIONS

PARKS AND RECREATION

Factors Affecting Recreational Facility Land Needs

It has increasingly become the responsibility of the city to provide adequate space, facilities and a recreation program for organized sports and open space activities of its residents. More leisure time has become available to people. Because there is greater interest in sports and outdoor activities, parks and public recreation spaces have become more valuable and more intensively used. This trend is prevalent for all age groups throughout the entire country, and particularly in Southern California. Sports formerly participated in by only a small group within a community are now available and popular with large numbers of people. 1/

The metropolitan population must obtain most of its recreation within the metropolitan area. For all practical purposes, the existence of extensive facilities in other cities is little compensation for a lack of parks at home. The bulk of the demand must be satisfied in the after-school, afterwork and weekend hours. A city which provides the excellent summer recreation program that Burbank does, is performing an invaluable service for all members of the community.

Existing Recreation Facilities

Burbank is fortunate to have 13 parks and recreational areas within its boundaries which provide a large variety of community recreation facilities and activities. The recreation program is extensive and well organized. Maintenance of the public park lands and these facilities is at a high standard and is a great credit to the city. The large reserve of land in the Verdugo Mountains, the development of De Bell Golf Course, and the Starlight Bowl have provided Burbank with the foundation for an excellent regional park, which will become an even greater attraction as its development progresses.

In the city's residential areas, however, there is a shortage of park land of a suitable size for children's play areas, for open space and picnic areas. The existing ball fields are used to capacity. In some of the residential areas children can reach a park only by crossing one or more major thoroughfares. Facilities to serve special groups, such as the Senior Citizens, are in need of expansion.

Attendance records show that Burbank's parks are used extensively. During the 10 week summer season of 1963 beginning on June 24, two thousand persons a day visited the eight parks at which attendance was kept. This figure does not include the weekend or evening use of the parks. As the city's population grows these areas will experience even greater demands. The recorded attendance for the year 1962-1963 was 1,096,016. 2/ (See Table 19 for July-December 1963 attendance.)

Of the 13 park areas, eight provide for a range of city wide or local residential recreation activity. These parks located in the built up residential areas of Burbank, include: Olive Avenue and McCambridge Parks (which are major parks), and Verdugo, Vickroy, Pacific, Mountain View, Brace Canyon and Valley (which are local* parks). Buena Vista Park has been isolated from the area it was intended to serve by the Ventura Freeway, and therefore no longer functions effectively as a local park. The other four parks: Stough Park, De Bell Golf Course, Wildwood Canyon, and Santa Anita Playlot can be designated as providing the city with recreation areas of a specialized nature.

The actual land used for local and major parks in Burbank, excluding Stough, De Bell, Wildwood Canyon and Buena Vista, amounts to 61.5 acres. This indicates a figure of .75 acres per 1,000 population which is far below the minimum recommendations made by the California Committee on Planning For Recreation. 3/

Local parks: These parks correspond to neighborhood residential parks, but since there are no distinctly definable neighborhoods in Burbank, the term local has been used.

Table 13 . Desirable Park Standards

Burbank Parks	Existing Acres	Desirable	Acres
Local Parks	<u>30.10</u>	(@ 2 acres per 1,000 pop.)	<u>200</u>
Major Parks	<u>31.25</u>	(@ 1.5 ac. per 1,000 pop.)	<u>150</u>
Special Facilities	<u>98.85</u>	(@ 6.5 ac. per 1,000 pop.)	<u>650</u>

These figures illustrate the fact that Burbank has a shortage of park land for its current population and recreation needs, and that this shortage will become more acute as the population increases.

To achieve the highest degree of use, and to provide a coordinated program of development and expansion in the city's total park and recreation facilities, there should be a long-range program for the acquisition and development of additional parks and recreation lands, closely related to the areas where population expansion, and higher density are expected and where the need will be greatest.

The amount and type of land that will be needed for future recreation in Burbank as a whole or for any of the residential areas must be based on alleviating present shortages and on the need to acquire additional space to meet the needs of the anticipated population growth.

Recreational Inventory

An inventory and an analysis of existing facilities was prepared which included:

1. Classification of the existing park system into types of recreation facilities.
2. An evaluation of the existing park sites.
3. Measurement of available recreation space at school and park sites.
4. An inventory of private, commercial and regional recreational facilities.

Description of Existing Park Facilities 4/

Brace Canyon Park (Acres 10.34*; Attendance 40,735**)

Although this new park is on the edge of the neighborhood it serves, it is already heavily used and as the population expands, present facilities will have to be augmented to prevent inadequacy. The park already needs additional off-street parking and picnic facilities, both of which are in future plans of the facility development. Along with McCambridge Park, Brace Canyon Park serves the entire east half of Burbank for the children's recreation program. Brace Canyon is less than 1/4 mile away from an elementary school.

Buena Vista Park (Acres 19.96; Attendance not recorded)

This park is a problem as far as its future value to the Burbank park system is concerned due to the freeway encroachment. The immediate neighborhood needs to be served, but this park no longer does the job to any appreciable degree due to the difficulty of access. It is surrounded by non-residential uses and heavy traffic thoroughfares, as well as the Ventura Freeway. It is also divided by a drainage channel, which severely limits its use as a park area. Present facilities include an apparatus play area, a casting pool, and a picnic area. Before the Freeway was built this was a valuable piece of recreation property and one of the largest park sites in the built up area of Burbank.

Buena Vista Park consists of a parcel of land conveyed to the city of Burbank upon the express condition that the land should be continuously used and maintained by the city as a public park site and that if the land is not so continuously used all rights of the grantee should be forfeited. It is contiguous to certain property owned and set apart for recreation and park purposes by the City of Los Angeles but situated in Burbank.

* Total Park area. For park area excluding non-park uses and undeveloped land see Table 14 page 164.

** Park attendance for a six month period between July and December, 1963.

By agreement between these cities dated April 14, 1945, the city of Burbank obtained the right to develop, maintain and use this Los Angeles owned property for a term of years. As contemplated by the agreement this land was thereafter used by Burbank in conjunction with Buena Vista Park, and all of the above mentioned property was called Buena Vista Park.

Subsequently, a portion of the Los Angeles owned land was taken by the State of California for the Ventura Freeway. This divided the property covered by the agreement into several parts. Construction of the freeway seriously affected and damaged all of the property known as Buena Vista Park.

Until a detailed recreation plan is developed for the city of Burbank, no specific recommendation can be made in connection with Buena Vista Park, including the remaining property covered by the agreement.

De Bell Golf Course (Acres 103.17; Attendance 36,387. For the year between July 1962 and June 1963 the attendance was 86,125.) This golf course is an excellent example of reclaiming steep, otherwise undevelopable mountains for public recreation purposes, and the imaginative creation of a facility which has greatly enhanced the community. A featured attraction is the Castaway Restaurant with cocktail lounge, ballroom and banquet room, looking over the San Fernando Valley. These facilities comprise an outstanding regional recreation attraction. A 3 par golf course is under construction.

McCambridge Park (Acres 16.92; Attendance 202,431 - which includes the pool.) This park contains a heavily used Community Recreation Center Building, an Olympic-sized swimming pool, picnic facilities, lighted soft ball and junior baseball fields, a playground apparatus area, an indoor rifle range and four lighted tennis courts.

Mountain View Park (Acres 2.73; Attendance 16,911) A small but pleasant neighborhood park especially popular with picnickers and, except for minor needed improvements, serves the area adequately. Contains game courts, picnic area, play apparatus, and two lighted tennis courts.

Olive Avenue Park (Acres 14.33; Attendance 180,950 - recorded for the recreation center only) This large park serves a variety of community wide activities on a year around basis. It is the site of the Senior Citizen Center, Little Theater, Memorial Stadium, and Community Recreation Center. The recreation center building is a salvaged World War II building and will ultimately have to be replaced. There are three lighted combination junior baseball and softball diamonds and one lighted regulation baseball diamond. This is the only baseball diamond in the city.

The Auld Lang Syne Building and the Little Theater Building are not adequate to meet even present demands and must be considered for future enlargement and improvement, or replacement. Future changes to this park should keep pace with the gradual rise of the average age of Burbank residents.

Pacific Park (Acres 5.29; Attendance 44,983) This park is similar in physical features to Valley Park, but somewhat less effective due to its edge-of-neighborhood location; bordered on three sides by a cemetery, armory and industrial installations. Its future popularity will grow as maturity and spread of shade trees increases, thus making the area more comfortable and attractive to families and picnickers. There is one lighted softball and baseball diamond.

Santa Anita Playlot (Acres .34; Attendance - not recorded) This very small play area consisting of only one residential lot is in an area not served by any other park facility. It contains a paved area and a playlot with small children's apparatus. While the size of this playlot is far below any minimum recommended standards, this type of facility offers at least a partial solution to the areas which are completely built up, and badly in need of children's recreation space.

Stough Park (Acres 100.00; Attendance 53,469 including the Starlight Bowl) This park features the famous Starlight Bowl. It has not as yet been developed or used to its full potential, but this will inevitably come about after programming is expanded and parking and seating facilities are increased in accordance with long-standing plans. The picnic area could be improved with addition of a play area and apparatus area. A golf driving range is also a part of the area.

Valley Park (Acres 3.43; Attendance - not recorded) This is a model neighborhood recreation facility both because of its features and the effectiveness in terms of service. It is apparently adequate for present and foreseeable future needs. This park is within 1/4 mile of an elementary and junior high school. It contains a play apparatus area, picnic area, lighted tennis court and lighted softball - junior baseball diamond with bleachers.

Verdugo Park (Acres 6.69; Attendance 135,999 including the California Swim Stadium) This park provides a Community Center Building and Olympic sized swimming pool which are both heavily used. Verdugo Park cannot meet even the present demands for outdoor sports facilities because of its limited size. The expansion of this park is important to the future planning of this area. This park is within 1/2 mile radius of three elementary schools, and 1/2 mile from a senior high school. It also serves an area of increasing apartment construction and increasing population densities.

Vickroy Park (Acres 1.49; Attendance 27,077) This is Burbank's smallest and most intensively used park. It is inadequate in size to satisfy current sports requirements of the neighborhood. These activities are not expected to decrease with time. This park is 1/4 mile from an elementary school and serves an area of single family residences and apartments. It contains an apparatus and small picnic area.

Wildwood Canyon Park (Acres 7.68; Attendance 1,948) Burbank's newest park is of a unique natural mountain character and has tremendous potential due to its proximity to and ease of access from all parts of Burbank. Development has only begun, and there is already great interest in this area so that its future is bright. Present facilities include picnic area and day camping facilities, used extensively during the Burbank Summer Recreation program. The area also contains the Police Pistol Range. This park should be developed as a part of the whole mountain wilderness park area.

Table 14. Existing Park Area*

Park	Existing Acreage	Park	Existing Acreage
<u>TOTAL</u>	<u>292.37</u>		
Brace Canyon	10.34	Santa Anita	.34
Buena Vista	19.96	Stough	100.00
De Bell Golf Course	103.17	Valley	3.43
McCambridge	16.92	Verdugo	6.69
Mountain View	2.73	Vickroy	1.49
Olive	14.33	Wildwood Canyon	7.68
Pacific	5.29		

* Excludes non-park uses and undeveloped land which amounts to 36.1 percent of the total park area.

Public School Recreational Facilities

All 16 elementary schools in Burbank presently have soft ball fields, volleyball and basket ball courts and apparatus areas. The three junior and two senior high schools provide an even wider range of facilities with tracks, large athletic fields and court game areas. Including only the actual playing fields on the public school sites, the total recreational acreage for Burbank Schools amounts to 100 acres. Over 86 percent of the total available public recreation space in playing fields is located at school sites.

Table 15 is based on current data for acreage of school play grounds and playing fields, excluding landscaped grounds (non-play space), parking areas and service drives.

Table 15 . Existing School Playing Fields*

School	Existing Acreage	School	Existing Acreage
<u>TOTAL</u>	<u>100.46</u>		
<u>Adult Education</u>	2.27	Franklin	2.98
		Bret Harte	4.58
<u>Secondary</u>		Jefferson	4.02
		Lincoln	3.76
Burbank	9.12	Mann	3.94
Burroughs	12.89	McKinley	3.34
L. Burbank	8.87	Miller	3.42
Jordan	5.91	Mingay	3.46
John Muir	8.20	Monterey	1.64
		Providencia	5.35
<u>Elementary</u>		Roosevelt	3.47
		Stevenson	3.65
Central	1.70	Washington	4.48
Edison	5.33		
Emerson	3.08		

* Excludes school land not used for playing fields.

Private School Recreational Facilities

All eight private schools in Burbank provide some form of indoor and outdoor recreational facilities for their students. They do not contribute materially to the citywide recreation activities, due to the limitation of space and facilities.

Industrial Recreational Facilities

Many industrial firms conduct a recreation program covering a wide range of activities; such as social recreation, all-star bowling teams, softball, basketball or baseball teams. Some have small areas, such as a club room, within their plant which are used by different employee recreational groups. However, they are primarily dependent upon municipal, school or commercial recreational facilities to carry out their programs. Lockheed is the only firm which provides outdoor recreational facilities for its employees. The Lockheed Robert E. Gross Park, located on west Empire Street, consists of 4.3 acres with picnic and leisure space for Lockheed employees and their families.

Commercial Recreational Facilities

Commercial recreation centers of a high standard and with a large drawing power have added to the total recreation program. Many cities have benefitted greatly from these extensive commercial facilities. In Burbank, Pickwick Center offers swimming, ice skating, bowling and other sports. Its primary attraction is for the teenagers.

In addition to Pickwick Center the following commercial facilities are available in Burbank:

Billiard Parlors	3
Bowling	54 lanes
Golf	Driving Range
	Miniature Golf Course
	Pitch & Putt Course
Stables	142 horses (fluctuates according to season)
Theatre	1
Movie Theatres	3
Drive-In-Theatres	2

Regional Recreational Facilities

Within one hour's driving time from Burbank nearly every known type of recreation facility is available - commercial, public, cultural, historic, or natural, including mountains and seashore. One of the major recreation facilities is Griffith Park which borders the city along its southwest boundary. This large Los Angeles Park covers 4,250 acres of natural and developed lands and includes a golf course, zoo, extensive picnic areas, riding trails and a planetarium. Griffith Park is readily accessible to all the residents of Burbank, and can therefore be classified as an important recreation facility augmenting the parks within Burbank's borders.

As a part of Griffith Park immediately adjacent to the Burbank boundary, there are plans for the development of an extensive Equestrian Center. This equestrian development is taking place under the direction of the Los Angeles Recreation and Parks Department, with facilities for 1,000 riding horses, parking for 740 cars, a spectator polo field, riding corrals, and trails connecting with the riding trails system in Griffith Park. Access to this area will be primarily from Burbank and the influence of this concentration of a highly developed recreation facility could be of great benefit to Burbank.

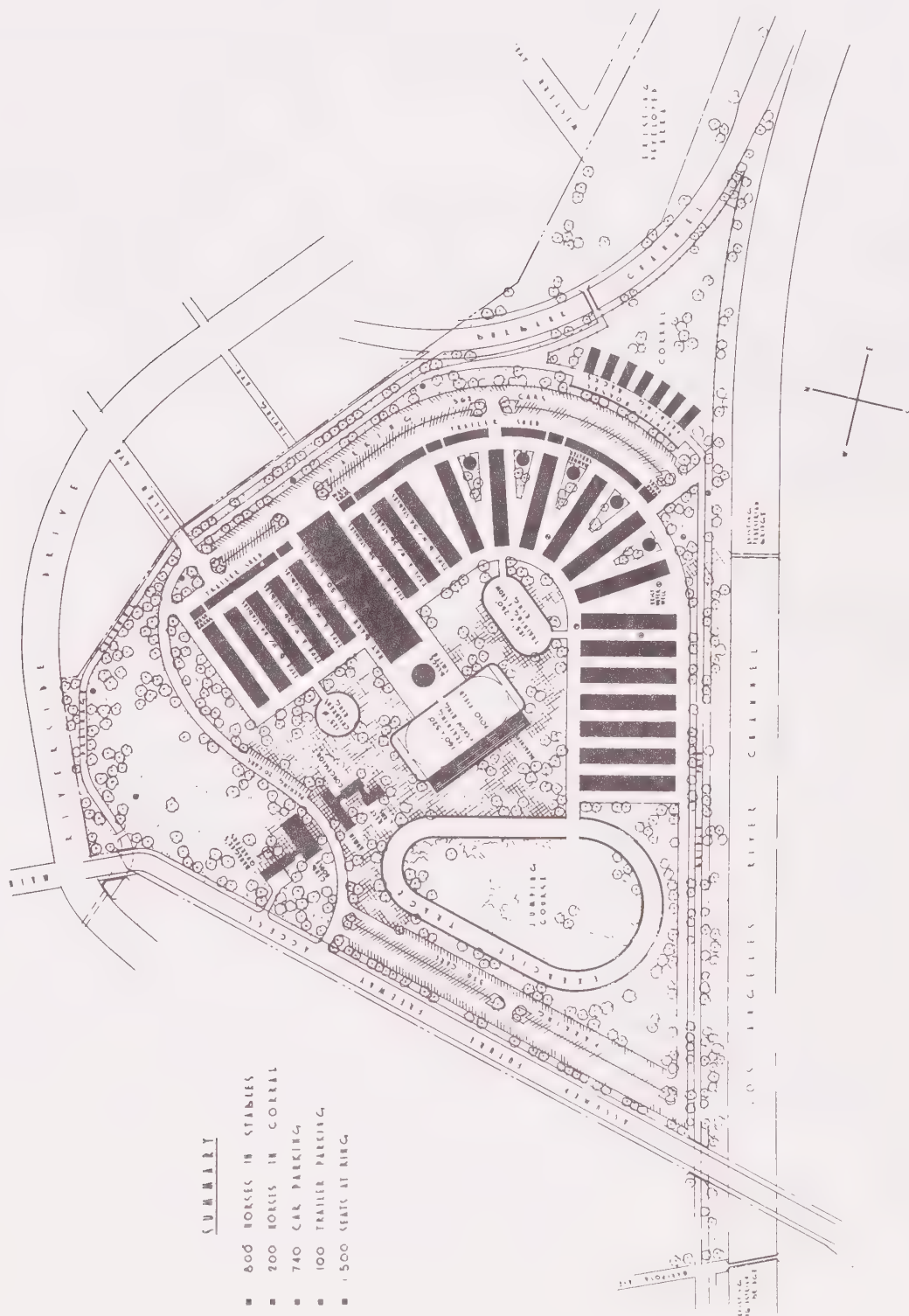
When grouped with the Pickwick Center, the Los Angeles Equestrian Center will become a major regional attraction. It is up to the city to accommodate and encourage the development of these facilities by appropriate regulations of surrounding uses and by the planning of adequate highways to handle the traffic which these facilities will generate.

EQUESTRIAN CENTER
Griffith Park

PROPOSED MASTER PLAN

Department of Recreation and Parks

City of Los Angeles



George Vernon Russell FAIA, Architect

Development of Public Recreation Facilities

Burbank has made great advances in the last ten years in the development of its special recreation facilities, such as the Starlight Bowl, the De Bell Golf Course complex, the Community Recreation Building at Verdugo Park, and the McCambridge Park Community Center and Swimming Pool, yet the city has a shortage of playing fields and of local parks in the residential areas.

Several of these residential areas, presently or in the near future, will become the higher density portions of the city. Apartment areas need park land even more than single family areas do, since the amount of private open space for an apartment dwelling unit is considerably less than that provided for a single family lot. In the apartment survey recently conducted by the Burbank Planning Department 5/, children represented 22.4 percent of all apartment dwellers. Nearly 45 percent of the children were of pre-school age and 30 percent were of elementary school age. Junior High and Senior High School age children are found in approximately equal numbers, accounting for 25 percent of the children in apartments.

Of the apartment units in the city 35 percent have no usable open space. It may be assumed that the usable open space in the remaining 65 percent does not necessarily mean adequate play areas for the children living in these apartments.

While some residential areas of the city seem to be adequately served by local residential parks, other areas show severe shortages. However, in a thorough analysis of the existing recreation system, including both park and school lands, the distribution of facilities in reference to the potential population to be served is a more critical consideration than the comparison of existing population and recreation areas (as shown in Table 16). For example, a few extremely large parks may contain more land than would be required to meet the need for an area, but because of their location they may serve only a small portion of the population. The existing recreational facilities in Burbank are principally concentrated in four of the 15 study areas. (See page 120)

Table 16 . Existing Population and Recreational Facilities by Study Areas

Study Areas	1963 Population	Recreational Facilities		Total Acreage
		Park	School	
<u>TOTAL</u>	<u>88,562*</u>	<u>136.6</u>	<u>100.1</u>	<u>236.7</u>
A	2,609	80.6	3.9	84.5
B	10,916	----	12.2	12.2
C	3,240	----	----	----
D	7,316	----	6.5	6.5
E	2,125	----	9.1	9.1
F	490	----	----	----
G	4,530	.3	3.3	3.6
H	5,878	2.7	5.9	8.6
I	6,683	4.8	3.6	8.4
J	10,751	6.7	3.5	10.2
K	6,702	14.3	18.4	32.7
L	13,546	8.7	22.3	31.0
M	5,776	1.5	7.0	8.5
N	2,391	----	3.0	3.0
O	5,609	16.9	4.5	21.4

* Population by study area - see section on population for city totals.

The shortage of the local residential parks can be partially solved by utilizing all types of public recreation space as part of the land and facility required to meet current and future need. It is with this view in mind that school playing fields can become an even more valuable part of the city's total public recreation facilities.

The Burbank School Board, through its department of physical education and recreation, has for some time carried on after school hour, vacation and Saturday recreation programs on school property. In addition, school authorities have been generous in making school facilities available for community group meetings. During the school year, the program at the junior highs and elementary schools is predominantly one of active sports and games for students. During the summer

the schools provide an activity program for those residential areas which are not conveniently served by parks. The schools at which this program is carried on are: Edison, Emerson, Franklin, Jefferson, McKinley, Miller, Stevenson and Washington. Coordination of school and recreational activities will provide even greater benefits for the people of Burbank.

Through cooperative arrangements school facilities can be used to augment and expand the community recreation program without interfering with educational use during school hours.

A recent document on the merging of recreation and education is a joint publication of the California State Department of Education and the California Association for Health, Physical Education and Recreation: 6/

"1. School District officials should initiate, encourage, or recognize planning, financing and operation of facilities suitable for recreation.

"It is appropriate that the public schools accept the responsibility for leadership in joint planning. The schools should cooperate with city and county planning commission, and with other public authorities in developing new facilities

"2. A community-wide program of recreation should represent the sum of all programs and facilities financed by the community dollar, derived through tax levy and voluntary contributions and fees.

"There should be a minimum of overlapping of facilities and services provided out of the 'community dollar'. Funds obtained by private and public recreation agencies, including the schools, are all a part of this 'dollar'. Economy and efficiency can only follow in the wake of careful teamwork and planning which involved all agencies concerned with the leisure life of everyone

"3. The elementary school plant, by location and construction, should be the natural and logical neighborhood recreation center.

"Properly designed indoor and outdoor facilities of the elementary school may provide most of the space needs for neighborhood

recreation. Such facilities should not be duplicated by other jurisdictions, but may be supplemented and complemented by jointly planned adjacent parklike facilities to meet neighborhood needs for all ages.

"4. The secondary schools should be located and equipped to serve as community recreation centers.

"The secondary school with greater acreage, specialized areas and buildings for more intensive departmentalized instruction and recreation in the arts, crafts, music and physical education, plus more adequate auditoriums and meeting rooms designed and equipped for public gatherings, all round out a public facility of tremendous value.

"Consideration should be given to locating aquatic centers and facilities at or near public schools so as to be utilized the year around ... for school instructional purposes during school time and by the community at all other times."

If the school play grounds and playing fields are considered as supplementary public recreation sites for use during the time when the schools are not using these grounds, the coverage in Burbank of recreation lands is thus greatly expanded. The total park acreage in the eight local and major parks is about 61 acres. The space provided at the schools includes only the playing fields and play areas which add another 100 acres to the public recreation land.

The service distance for playground facilities was established as approximately 1/2 mile. This is based upon the distance that an elementary school age child could walk or travel by himself to reach a playground. The service distance for playfield and special facility recreation space for junior and senior high school age children is based upon 1/2 to one mile. Each of the service distances for any one recreation site must be adjusted to accommodate physical barriers such as freeways, heavy traffic arteries which are hazardous to cross, or wide bands of non-residential areas. The 1/2 mile distance coverage with the combined parks and school play grounds still does not provide some sections of the city with conveniently located recreation space. (See Recreational Facilities map on page .) With a higher density, and accordingly a higher population in a given area (for example, a density of 30 to 50 dwelling units, or 75



to 125 people per acre), the service distance should be shorter.

Development of Park and Recreation Facilities

Rather than applying an arbitrary set of classifications and standards to the Burbank park system it is felt that an appraisal of existing facilities with respect to their effectiveness, and an inventory of their deficiencies present a more realistic basis for establishing long range plans and desirable recreation and park standards for the city. No two parks in Burbank are the same size, nor do they have identical facilities. Throughout the city certain needs exist either on a city wide basis or to provide for those residential areas which have insufficient recreation space. Thus the proposed standards for the city of Burbank were determined on the basis of the need for facilities and space to accommodate them. A recreation area containing a playground, court areas, picnic area, open space and playfield is certainly the ideal unit to serve a residential area. If insufficient site size does not make this total grouping possible, it would be better to provide the elements on smaller separate sites. It would thus be possible to alleviate the shortages of any type of facility, through the flexibility of space standards related to the facility provided. Sound planning requires study of the relationships between the number and types of recreational facilities provided and the population to be served. In a high density apartment concentration, the recreation facilities should be greater in number and closer together than would be necessary in a single family low density area. They would also be different in type.

The type and distribution of recreational areas and the ultimate population to be served are more important considerations than an unqualified comparison of existing population and total recreation acres. For example the 16.5 acres in Stough Park, when compared to the population in the adjacent residential section of Burbank would imply that this park acreage meets the needs of this population. But, Stough Park, due to its single access, topography and type of special development does not serve the neighborhood recreational needs of the children and families in this residential area.

Vacant land available for additional local parks is very limited and is not located in places where it will satisfy the need of unserved areas. The highest density areas in Burbank, those which will increase in both population and density, contain the least amount of parks.

In order to arrive at sound proposals, based on reasonable standards there must be the fullest utilization of all the existing public recreation spaces. The standards proposed are a combination of:

1. Service distance in relation to population characteristics and density.
2. The existing park and public recreation space within a given area.
3. The existing and proposed recreation facilities within the area.

Proposed Recreation Facilities

Four main groupings of recreation facilities were established. These are play fields including all types of sports facilities, apparatus and court facilities; landscaped open space including picnic areas and lawn and shade tree areas for free play; special facilities, including swimming pools, golf course, amphitheatre and other types of specialized recreation buildings or areas including scenic and wilderness areas; and supporting elements, including parking, buffer planting and service areas. These facilities were grouped according to the following general park areas: local park areas; major park areas; and special facility areas. They are described on page 178.

The following is a description of the four main groupings of recreation facilities. The suggested acreage should be considered as a guide only, in establishing recreational requirements.

Play Fields. (2.00 acres*) The purpose of play fields is to provide the city residents and children with areas and facilities for sports and games of both an organized and unorganized nature. This includes:

Playlot. (.07 acres.) To accommodate a desirable range of equipment such as slides, swings, sandbox, climbing maze, play equipment, benches, trees and shrubs for pre-school age children, and a wading or splash pool. This playlot should

* Acreage is based on 1,000 population.

be provided as a part of a local park, or in the case of inadequate park land coverage, could be provided as a small separate element - similar to the present Santa Anita Playlot. In high density apartment areas, a playlot should be provided by the individual apartment grouping to serve their own occupant families. It takes the place of the single family backyard.

Apparatus Area (.10 acres) This facility provides a complete range of equipment and facilities for elementary school age children including such elements as swings, traveling rings, horizontal ladder, slides, and climbing apparatus. It should be included as a part of all local and major parks, and preferably adjacent to picnic facilities. All elementary schools have an apparatus area which can be included in this category.

Paved Court Area (.23 acres) This facility provides the surface and equipment for tennis, basketball, volley ball, and all purpose courts. It may vary in size, in the particular type of facility provided and the number of courts. While it is an essential part of both local and major parks, under certain circumstances it could be developed as an isolated element. For example, in an area not adequately served by a local park, a smaller park devoted exclusively to paved court facilities could be developed. All the schools, both elementary and secondary have paved court areas.

Field for Sports. (1.60 acres) This large turf area is provided for playing organized games, soft ball, junior baseball, soccer, and other field games. It may also vary in size depending upon the area to be served, the density, and the size of the site. Customarily this element should be provided at all local parks as a major element, and at all elementary schools.

A larger element should be provided for major sports such as baseball, softball, football and track, with proper facilities for spectators, night lighting. Where possible, this should include both spectator and participant sports, and separate fields for individual sports played during the same season. This element should be provided at all major city wide parks, and at all junior and senior high schools.

Landscaped Open Space (1 acre) This space is intended to provide for passive family activities; picnics, open lawn area for children, shelters. It should consist of a large grassed area with shade trees, and a picnic area or areas bordered by trees and shrubs. This can be considered a leisure activity park area for walking, sitting, watching, yet its most important function is as a green space where children can run and play. This element should be a requirement in all local and major parks, except those where a single specialized element does not allow space for such a landscaped area.

Special Facilities (6.5 acres) These recreation elements are of a specialized nature, either as an area such as a scenic drive, golf course, day camp or overnight camp, riding and hiking trails, ornamental gardens, or as a particular structure or facility, such as the amphitheatre, swimming pools, recreation center, Senior Citizens' Building, Little Theatre. These facilities may be located within the sites of local parks or major parks, or as an individual park area.

Supporting Elements (.5 acres) For each of the three groupings above, and for any isolated recreation facility or element, adequate off-street parking, buffer planting and service areas should be provided. The size and extent of these areas will depend upon the individual requirements and facilities which are accommodated on any one site. For many of the smaller elements where there is little automobile attendance, off-street parking may not be necessary, but for any of the larger elements, or any facility which attracts large numbers of cars, parking must be provided.

The following table is a summary of the proposed space standards based on recommended acres per 1,000 population.

Table 17 . Proposed Standards for Park and Public Recreation Facilities

<u>Facilities</u>	<u>Acres per 1,000</u>
<u>TOTAL</u>	<u>10.00</u>
<u>Play Fields</u>	
Playlot	.07
Apparatus Area	.10
Paved Court Area	.23
Field for Sports	1.60
<u>Landscaped Open Space</u>	1.00
<u>Special Facilities</u>	6.50
<u>Supporting Elements</u>	
Landscaped buffers & parking	.50

Grouping of Recreation Facilities

A part of the recreation requirements of a community is the need to provide a general range of facilities suitable to serve a residential area within a range of approximately 1/4 mile radius to 1/2 mile radius. This area of park land, can be considered a Local Park if it provides both Play Field facilities and Landscaped Open Space. The size and extent of these facilities may vary depending upon the size of the available site and the needs of the surrounding residential area.

City wide recreation facilities suitable to provide a broad range of activities, for older children and young adults, organized activities and city wide sports facilities, is a Major Park. This area would normally include all three park elements: Play Fields, Landscaped Open Space, and one if not several Special Facilities, (such as swimming pool, senior citizens area, stadium, etc.). While a Major Park serves a city wide function, people attending the park come from all areas of the city, it is nevertheless more suitable to satisfy the space requirements for the entire population in several major parks, rather than in one exceedingly large park. At the present time, Burbank has only two Major Parks - Olive Avenue and McCambridge.

The large public park areas devoted to a special use such as the De Bell Golf Course, the Starlight Bowl, and the day camp facilities at Wildwood Canyon are Special Facility Areas. These special facility areas may in certain cases be a smaller individual site for one particular special facility which is not a part of a major or local park.

The development of the mountain area park land will be considered a special facility area since it is primarily of a regional nature, with one of a kind facilities.

Verdugo Mountains

The Verdugo Mountains represent considerably more than the northern geographic boundary of the city of Burbank. They provide the city with a dramatic visual backdrop that gives the city a sense of scale. The Verdugo Mountains are a large and dynamic "green belt" that provides Burbank with an identity and separates the city from the continuing metropolitan sprawl to the north.



The Mountain Area is the only large land area remaining in Burbank which is not fully developed with some urban use. The severity of the topography, the difficulty of providing access with reasonable grades, erosion control of graded slopes, fire protection at reasonable costs to the city and aesthetic considerations preclude extensive urban use of the whole area.

Before designating the uses that have been recommended on the General Plan, five separate definitive studies were undertaken to provide a greater depth of meaning to the proposals. These were prepared on topographic maps.

Areas of potential residential development were tested utilizing cluster housing techniques of varying densities. Schools, an integral part of residential developments, were studied with respect to location, size, and usability of parcel and service area. A fire substation, a small convenience shopping facility and a variety of mountain park and recreation sites were delineated.

A series of access roads was studied to relieve Walnut Avenue from having to carry all potential vehicular traffic in and out of the Mountain Area.

Conferences were held with the Planning Director of the City of Glendale to coordinate the proposals of Burbank's plan with those of Glendale's. Further, the owners of the mountain property lying to the north of Burbank, that area on both sides of La Tuna Canyon within the City of Los Angeles, made available a copy of their preliminary Master Plan for development.

A long-range proposal of Los Angeles County was also considered to develop at some time a scenic roadway along the ridge of the Verdugo Mountains from Glendale through Burbank and into the City of Los Angeles.

The several studies were discussed with Burbank City Department heads to learn first hand of special problems or considerations that should be thoroughly understood prior to making final recommendations. The studies were also reviewed with citizens' groups and residents' associations.

While development of the Mountain Area to residential and other uses is physically possible, such development would result in unsound, unsafe and unreasonable utilization of the land and the interests of health, safety and general welfare would not be furthered by such development.

Residential and other urban type development would result in the following:

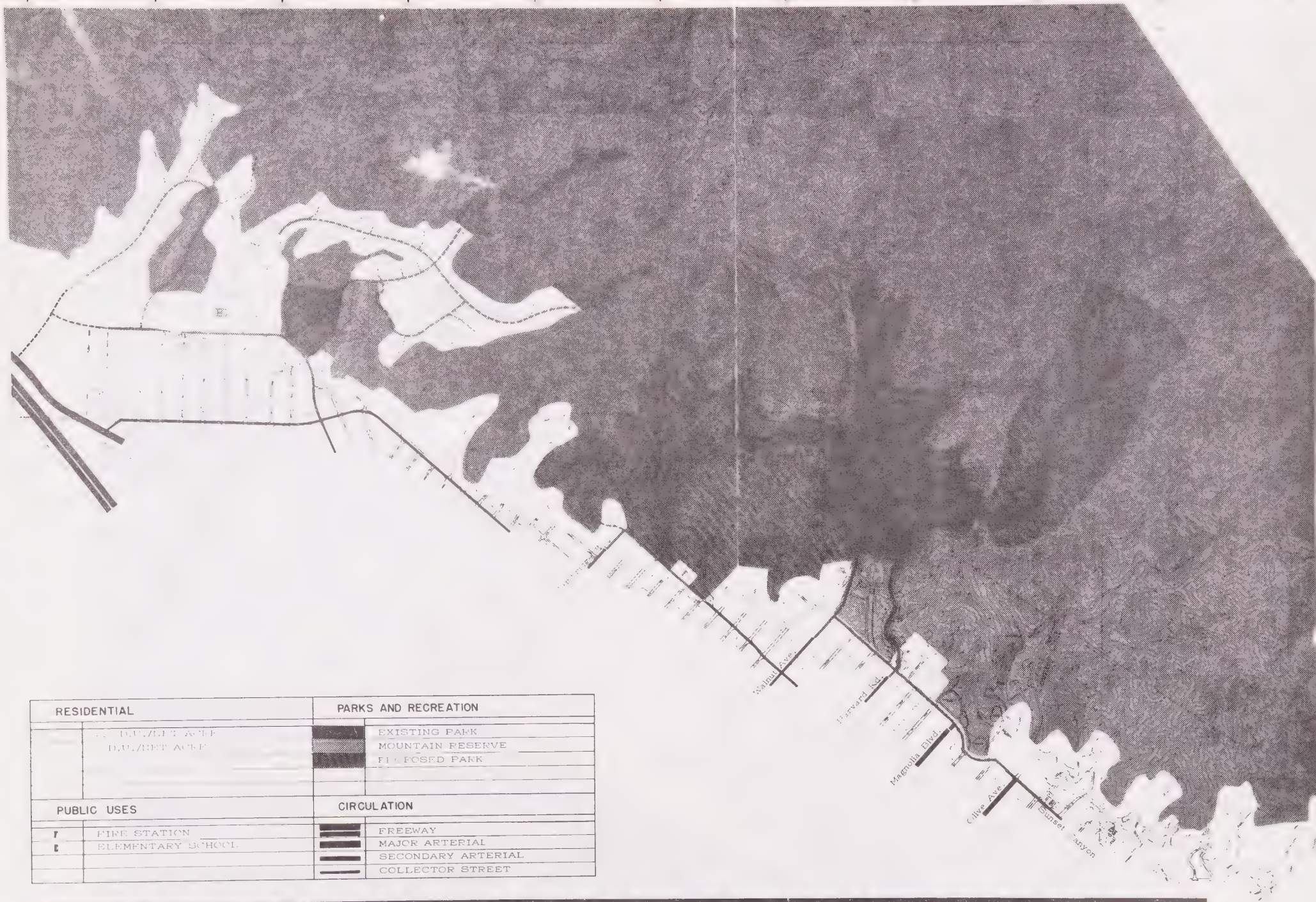
1. An unsafe and undesirable system of access roads. Access roads with continual one and two mile runs at a 15 percent gradient and traversing over a circuitous alignment do not represent safe or reasonable access. To construct these access roads at these admittedly low standards would require cutting and filling of many of the ridges and valleys to depths in excess of 200 feet.
2. Heavy cutting and filling causing excessive scarring of the natural slopes with the attendant problems of controlling erosion. The ridges and valleys of the Verdugo Mountains would be transformed into a series of arbitrary scars, exposed and permanently visible.
3. Excessive costs in police and fire protection to the people of Burbank. Because of the distance, steepness and time factor involved in moving fire equipment from the existing sub-station located on Bel Aire Drive, between Uclan Drive and Tufts Avenue, to the upper ridge of the mountain, logic would suggest that one, two or even three additional fire stations, complete with equipment and personnel, would have to be built to provide the standard of fire protection comparable to that which now exists in other portions of the city. Unless such fire protection service were implemented for the Mountain Area, the low fire insurance rates now enjoyed by property owners in Burbank could be increased over the entire city.
4. City police officers assigned to patrol the Mountain Area, would not be available as "back-up personnel" for emergency duty in other sections of the city because of the time and distance involved. This would mean additional costs to the tax payers of Burbank if the Mountain Area were to have the high quality of police protection that now prevails throughout the developed portions of the city.

5. An improper relationship between homes and schools due to the limited usable land area for concentrated residential development. Residential development in the Mountain Area could cause an expensive and impractical transportation program to be initiated by the School Administration to transport children to and from school.

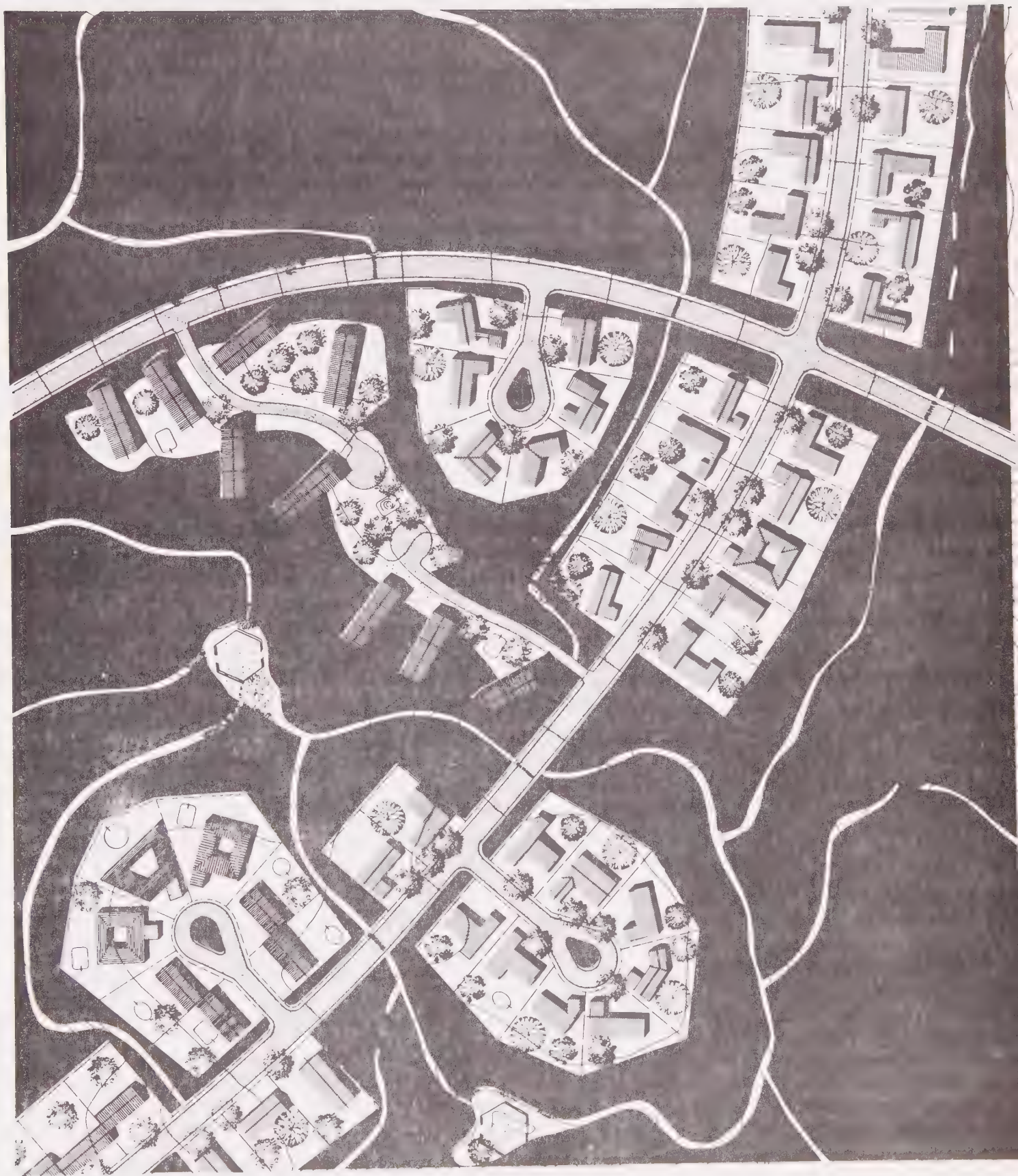
The results of all the studies and discussions formed the basis for the recommendations (see plan on following page) for the future development of the Verdugo Mountains:

1. That in the best interests of the health, safety and general welfare that official policy of the City of Burbank be to acquire the majority of the remainder of the Verdugo Mountains that lie within the city. Further, that the General Plan land use designations be consistent with official policy of the City of Glendale where usable land has been designated as "Mountain Park" and the unusable portions classified as "Natural Reserve".
2. That approximately 90 acres of land in the south westerly portion of the Mountain Area be encouraged to develop for residential use at a density not to exceed 2.5 dwelling units per net acre. This recommended standard results in 2.2 dwellings per gross acre. Development in this less severe topography would also provide access to two potential mountain park sites.
3. That mountain park sites be developed with day and week-end camping facilities, riding and hiking trails, picnic areas, and that development have complete respect for the present natural environment, leaving the majority of such sites in their wilderness state.

The Verdugos are indeed mountains and not gentle rolling hills. With their rugged topography, they should not be treated or considered as suitable for the same uses and standards as has been the case of much of the older and new hillside development that can be observed throughout the Los Angeles Metropolitan Area.



BURBANK MOUNTAIN AREA PLAN



Recreation Land Needs

While there is a need for additional park and playground facilities in Burbank to serve the neighborhood residential area needs, there is also a need for an additional major park with facilities which can serve a city-wide function, for organized sports and recreation activities and also provide facilities for spectators similar to those now being provided at McCambridge and Olive Avenue major parks. The facilities for both of these parks are extensively developed. Another major park will be needed to satisfy the increasing demands placed upon the two existing parks, and to accommodate a portion of the future population requirements. It is most logical to assume that a third major park would be located in an area of the city not presently served by a major park. The site which has been given consideration for this facility is on Hollywood Way and Pacific Street.

This land represents the only available property within the developed area of the city that might serve for future large scale recreational purposes. The fact that the property is owned by the City of Burbank Public Service Department makes it possible to have a park without the displacement or inconvenience to the residents of the community. If this site were sold it would be many years before the city could secure a reasonable alternate, and then only after much greater expenditures of public funds than could be derived from the sale of this property at the present time.

Four additional lighted baseball fields are greatly needed for the young adult and school program. The only existing field is at Olive Avenue Memorial Stadium. This facility shares a common turfed area with three softball diamonds which greatly reduce its utility for baseball.

The organized use of all softball and junior baseball diamonds has increased over the years to a point of over-saturation due to popular interest, to well promoted and conducted league scheduling, and to the meticulous care and maintenance of the fields. As table 18 on page 188 illustrates the greatest number of baseball diamonds (5 lighted diamonds) is for players in the 12 years and under age group. For players in the 16 year and over age group there are only three fields. Only one of these is lighted. One would expect the number of children playing ball to increase as they grow older. However, this is not the case. The number of players actually decreased by 89 percent between the under 12 and over 16 year age group. This decrease could partially be attributed to the shortage of ball fields for the older age groups.

With the steady increase in senior citizen population it is necessary that facilities for their recreation needs be made available throughout the city rather than concentrated at one site. The existing Auld Lang Syne Building at Olive Avenue Park is inadequate for present needs.

There is a need for the continued development and expansion of the Stough Park area, Starlight Theatre, and the Verdugo Mountains natural reserve and wilderness area, both as an open space recreation and conservation area for the residents of Burbank and as a regional attraction. Aside from its conservation and open space value, it could feasibly be utilized for riding and hiking trails, for additional picnic and camping areas, and for scenic drives. It could include areas of concentrated development similar to that which has been started in Wildwood Canyon Park.

Table 18. Existing Baseball and Softball Diamonds

Parks	Lighted	Baseball 12 years & under	Baseball 13 - 15	Baseball 16 years & over	Softball all ages	Remarks
Olive #1				X		
Olive #2	X				X	
Olive #3	X				X	
Olive #4	X				X	
McCambridge #1	X				X	(Right field too short
McCambridge #2	X	X			X	for any baseball)
Brace #1	X	X	X (daylight only)		X	
Brace #2	X	X	X (daylight only)		X	
Valley	X	X			X	
Pacific	X	X			X	

Schools

Burroughs High			X	X		
Burbank High			X	X		
Luther Burbank Jr. High		Have areas which might be designed and developed into junior* base- ball diamonds. There is inadequate area for senior* diamonds.				
Muir Jr. High						
Jordon Jr. High						

No. of Teams	44	26	5
No. of players	792	442	90
% decrease in players		44%	80%

* Junior baseball diamonds for ages under 16.

Table 19. Burbank Park Attendance Jul-Dec 1963

<u>Park</u>	<u>Attendance*</u>		
Brace Canyon Park	40,735		
Burbank Valley Park	51,763		
California Swim Stadium	30,659		
De Bell Golf Course	36,387		
McCambridge Park	165,148		
McCambridge Park Pool	37,283		
Mountain View Park	16,911		
Olive Recreation Center	180,950		
Pacific Park	44,983		
Starlight Bowl	34,795		
Stough Park	18,674		
Verdugo Park	105,340		
Vickroy Park	27,077		
Wildwood Canyon	1,948		
	<hr/>		
	792,653	Total	
<u>Special Activity **</u>	<u>Attendance*</u>		
Schools-Athletics	10,725		
Halloween Program	7,360		
Choral Club-Other Areas	1,200		
Symphony Winter Concert - Other Areas	875		
	<hr/>		
	20,160	Total	<u>812,813</u>
<u>Distribution by Activities</u>	<u>Attendance*</u>		
Sports and Athletics	174,022		
Area Mixed Activities	187,888		
Cultural Groups	39,650		
Aquatics	67,942		
Spectator Attendance	343,311		
	<hr/>		
	812,813	Total	<u>812,813</u>

* Six month period.

** Special activities whose attendance was recorded for several parks.

		Brace Canyon	Buena Vista	De Bell Golf Course	McCam- bridge	Mountain View	Olive	Pacific	Santa Anita	Stough	Valley	Verdugo	Vickroy	Wildwood Canyon	Total Acres	% of Total
I.	Playing Fields															
	A. Playlot				.10	.09		.04	.11		.13	.22	.12		.81	
	B. Apparatus Area	.27	.10		.56		.42	.06				.22	.03		1.61	
	C. Paved Court Area	.16			1.02	.47	.38	.31	.15		.16	.40	.16		3.21	
	D. Field for Sports	3.44			4.09			1.64			1.22				10.39	
	TOTAL	3.87	.05		5.77	.56	.80	2.05	.26		1.51	.84	.31		16.02	5.5
II.	Landscaped Open Space	2.07	4.38	.14	7.16	2.07	.31	2.94	.08	.81	1.83	4.48	1.18	1.69	29.14	10.0
III.	Special Facilities															
	A. Banquet-Ballroom			.46											.46	
	B. Driving Range									4.66					4.66	
	C. Golf Course			97.77											97.77	
	D. Hiking & Bridle Trails															
	E. Little Theatre						.04								.04	
	F. Outdoor Theatre									1.87					1.87	
	G. Recreation Center				.54		.42					.24			1.20	
	H. Restaurant			.28											.28	
	I. Senior Citizens						.09								.09	
	J. Stadium						4.70								4.70	
	K. Swimming Pool				.83							.59			1.42	
	L. Youth Cabin				.02			.03				.02			.07	
	TOTAL			98.51	1.59		5.25	.03		6.53		.85			112.56	38.5
IV.	Supporting Elements															
	A. Landscaped buffer	3.76			.85	.10	4.41	.03		.45					9.60	
	B. Parking	.29	.40	1.12	1.70		3.56	.24		8.76	.09	.52		2.73	19.41	
	TOTAL	4.05	.40	1.12	2.55	.10	7.97	.27		9.21	.09	.52		2.73	29.01	9.9
	TOTAL PARK USES	9.99	4.83	99.77	16.87	2.73	14.33	5.29	.34	16.55	3.43	6.69	1.49	4.42	186.73	63.9
V.	Non-Park Uses															
	A. Flood Control		1.60	3.40										1.57	6.57	
	B. Transformer						.00								.00	
	C. Transmitter				.05										.05	
	D. Park Rangers Quarters									.04					.04	
	E. Police Pistol Range													1.69	1.69	
	TOTAL		1.60	3.40	.05		.00			.04				3.26	8.35	2.8
VI.	Undeveloped	.35	13.53							83.41					97.29	33.3
	TOTAL PARK AREA	10.34	19.96	103.17	16.92	2.73	14.33	5.29	.34	100.00	3.43	6.69	1.49	7.68	222.37	100.0

SCHOOLS

The Burbank Unified School District provides educational facilities for Burbank's children from kindergarten through high school. It also provides an extended program and facilities for after school activities, adult education, community groups and numerous other pursuits. As such the Burbank schools are an important part of the community life and one of the most valuable assets of Burbank's public facilities.

The responsibility for detailed planning and providing schools rests with the Board of Education of the School District. The General Plan will assist by:

1. Establishing a long range plan of land use, which will guide future location of school sites.
2. Relating future school enrollment to holding capacity population based on proposed residential densities and anticipated population characteristics.

School age population will be estimated as a percentage of the total population based on census and anticipated trends in family size. The calculation of future enrollments is intended to be a long range supplement to the detailed work of the Board of Education in precise facilities planning.

Burbank presently has 16 elementary schools, three junior high schools and two senior high schools. The land use inventory shows that public schools occupied 174 acres or slightly less than 1/2 of 1 percent of the city land.

Elementary Schools. (Kindergarten through 6th grade)

In 1963 there were 8,341 elementary school children enrolled in Burbank schools.

There are 16 elementary schools with school sites ranging in size from 2.71 to 7.18 acres.

The service radius of elementary schools is 1/2 mile. While it is desirable that elementary school children should not have to cross major thoroughfares, this is not always possible. As a result crossing guards have to be used at school crosswalks.

Junior High School (Grades 7-9)

The enrollment in the junior high schools in 1963 was 3,679. There are three junior high schools with sites ranging in size from 13.75 to 16.6 acres. While there is no maximum service distance one mile is considered a desirable walking distance for junior high school students.

High School (Grade 10-12)

Enrollment for 1963 in the high schools was 3,734. The two high schools in the city have sites of 16.5 and 19.5 acres. As in the case of the junior high schools there is no maximum distance. Two miles, however, is considered a desirable maximum.

The Department of Education of California recommends minimum site sizes; for elementary schools, a site of five acres plus one acre per 100 pupils; for junior high schools a site of 15 acres plus one additional acre per each 100 students; and for senior high schools a site of 30 acres plus one additional acre for each 100 students.

Other Facilities

The following additional opportunities and facilities are offered by the School District:

Student Athletic & Recreational Programs which include a summer recreation program at 11 schools.

After school playgrounds at elementary schools for sports and supervised activities.

An after school sports program at the junior and senior high schools.

The school facilities are used by community groups for education, recreational and cultural activities.

A supplementary education program is conducted by the School District including summer school at both high schools and an extensive adult education program utilizing the facilities at the Adult Education Center and eight other schools.

Child care centers are located at four elementary schools to provide day care for preschool age children whose parents both work, and for elementary school age children after school.

The School District also participates in the junior college program with Los Angeles.

In addition to the facilities offered by the Burbank School District a 150 acre site in the northwestern section of the city was recently under consideration, as a possible State College. With 60 percent of the Burbank High School graduates going onto college the location of a college in this area would greatly facilitate their opportunities for completing their education.

Future Enrollment

Future school enrollment will be affected by many unforeseeable factors. These are some of the possible factors:

1. The excellent school system in Burbank could attract an increased number of families with children.
2. A decline in private school enrollment which now amounts to 2,400 Burbank students or 13.2 percent of the school population.
3. A change in the present policy in many apartments of not allowing children could increase the present 0.5 children per apartment. Two out of five apartments presently accept children.
4. If there is an increase in building larger apartment units in Burbank, more families with children will move in. For example 2 and 3 bedroom apartments represent only 38-1/2 percent of the apartments in the city.
5. In single family homes young families replacing elderly couples.

6. A transition from a predominantly single family low density city to higher density multi-family residences. This is the only factor that the city has any control over. The ability of the city to maintain the present single family character will depend upon future land use policies.

The enrollment capacity for the various schools is contained in Table 22 on page 197 .

School Replacement

Burbank schools are relatively new and will not need to be replaced for a number of years. All of the schools have been built over a period of years. The earliest one, Burbank High School, was constructed in 1922 with the last addition completed in 1949. The most recent school to be built is the John Muir Junior High School in 1952 with the last addition completed in 1955. Between 1945 and 1955 every school was rehabilitated in accordance with the "Field Act" relating to protection against earthquakes. During this rehabilitation period many of the classrooms were modernized. Based on an assumed 50 year life expectancy the first replacement would be required in 1972. The replacements would extend from 1972 to 2008 for a span of 33 years. (See school replacement table, page 199 .)

School Expansion

It is extremely difficult to enlarge school sites in a built up community such as Burbank to obtain the standards recommended by the Department of Education. The cost of acquiring lots for expansion becomes almost prohibitive in a high valued area. Only where property is depreciated do opportunities present themselves for the acquisition of property. The efficient scheduling of physical educational classes, which the school district is already doing, help to alleviate the problems of limited playgrounds.

When school expansion is necessary, the opportunity to conserve existing site areas by constructing multistory schools should be considered.

Method of Projecting School Age Population

School age population was estimated on the basis of the ratio of pupils per dwelling unit; higher density have fewer persons per household and a lower ratio. The following factors were employed in arriving at the projected school population .

Table 21. School Projection Factors

Study Area	Estimated No. of students in single family units			Estimated No. of students in multiple family units		
	<u>K-6</u>	<u>7-9</u>	<u>10-12</u>	<u>K-6</u>	<u>7-9</u>	<u>10-12</u>
A	.36*	.18*	.16*	--	--	--
	.42	.19	.18			
B	.62	.25	.20	.17	.08	.07
C	.30	.14	.14	--	--	--
D	.36	.18	.16	.11	.06	.04
E	--	--	--	.06	.05	.03
F	--	--	--	--	--	--
G	.46	.21	.18	.15	.08	.06
H	.36	.18	.16	.15	.08	.06
I	.19	.09	.08	.15	.08	.06
J	.36	.18	.16	.15	.08	.06
K	.36	.18	.16	.15	.08	.06
L	.42	.19	.18	.19	.09	.08
	.46	.21	.18	.19	.09	.08
N	.54	.26	.20	.17	.08	.07
O	.72	.28	.15	.17	.08	.07

* Hillside Area - Low Density

Planning for Community Use

The following statement by the California State Department of Education further amplifies the recommendations made in the Parks and Recreation section for joint park-school facilities.

"In planning secondary school activity areas, thought should be given to their use for community recreation when they are not being used for school purposes. By planning co-operatively with the agency responsible for community recreation both the school and the community can get the greatest return for the amount of money spent for securing and developing such facilities. The areas should be landscaped to create a park-like setting which does not interfere with the play space. When sites are planned for school and community recreation, the possibilities of providing each of the following should be kept in mind: outdoor theater, a picnic center, a children's playground, and a building for indoor recreation facilities. Communities which have utilized high school sites for community recreation have avoided duplicating recreation facilities. In California it is becoming common for recreation commissions, city councils, and school districts to acquire acreage jointly and to plan facilities needed for physical education and recreation. In so doing adequate facilities are provided and available tax money is used to the greatest advantage." 7/

Table 22 . Enrollment Capacity Data ^{8/}

School Type	No. of class-rooms	Current <u>1</u> Capacity	Maximum <u>2</u> Capacity	Present <u>3</u> Enrollment	Additional Potential <u>4</u> Enrollment	
					At cur- rent ca- pacity	At max. capacity
<u>Elementary</u>						
Bret Harte	24	650	875	685	(16) -	209
Central	11	420	432	351	73 -	85
Edison	24	970	1,010	560	423 -	463
Emerson	20	671	948	629	54 -	331
Franklin	14	455	520	368	88 -	153
Jefferson	31	1,040	1,260	893	66 -	286
Lincoln	22	805	920	430	346 -	461
Mann	20	630	720	455	135 -	225
McKinley	23	840	960	672	152 -	272
Miller	19	700	800	575	167 -	267
Mingay	21	980	1,120	493	468 -	608
Monterey	10	315	400	207	93 -	178
Providencia	16	525	640	378	124 -	239
Roosevelt	19	875	1,000	549	341 -	466
Stevenson	20	735	840	460	256 -	361
Washington	<u>18</u>	<u>735</u>	<u>840</u>	<u>495</u>	<u>235</u> -	<u>340</u>
	312	11,346	13,285	8,200	3,037	4,944
<u>Junior High</u>						
L. Burbank	51	1,800	2,000	1,151	597 -	797
Jordan	46	1,750	1,750	998	724 -	724
John Muir	<u>54</u>	<u>2,050</u>	<u>2,300</u>	<u>1,449</u>	<u>600</u> -	<u>850</u>
	151	5,600	6,050	3,598	1,921 -	2,371
<u>Senior High</u>						
Burbank	76	2,560	2,660	2,024	682 -	782
Burroughs	<u>70</u>	<u>2,525</u>	<u>2,525</u>	<u>1,952</u>	<u>669</u> -	<u>669</u>
	146	5,085	5,185	3,976	1,351	1,451

- 1 Current Capacity: Number of regular students which can be accommodated during any single class hour in the existing class rooms.
- 2 Maximum Capacity: Assumes that the site has been fully developed in accordance with present school district policy. The number of students to be accommodated on the site in accordance with a master plan is also acceptable.
- 3 Present enrollment: November, 1963.
- 4 Potential enrollment: First column shows difference between current capacity and present enrollment. Parentheses indicate where present enrollment exceeds current capacity. Second column shows difference between maximum capacity and present enrollment.

Table 23. School Standards

	Elementary K-6	Junior High 7 - 9	Senior High 10 - 12
<u>Age Group</u>	5-12	13-15	16-18
<u>Location Criteria</u>			
Desirable school walking distance	1/2 mile	1 mile	2 miles
Location with respect to streets	Collector Street	Major Street	Major Street
<u>Site Criteria</u>			
Desirable pupil capacity per school	900	1,200	1,800
Pupils per classroom	31	31	31
Range of classrooms	12 - 40	37 - 62	50 - 80
Teaching posts	Same as classrooms		
Desirable school site acreage (including play area).	5 acre min. plus 1 acre per 100	15 acre min. plus 1 acre per 100	30 acre min. plus 1 acre per 100
<u>Development Criteria</u>			
Site coverage by building, parking, and other area. (not including play area)	3 acres	5 acres	10 acres
Play areas	7 - 9 ac.	15 - 27 ac.	20 - 40 ac

Source: Burbank Unified School District.

Table 24 . School Replacement Table

Name of School	Year Built	Estimated Year Buildings will need To be Replaced
<u>Elementary</u>		
Bret Harte	1920 - 1942	1975 - 1998
Central	1945 - 1954	1975 - 2004
Edison	1940 - 1947	1975 - 1992
Emerson	1928 - 1954	1975 - 2006
Franklin	1950 - 1953	1975 - 2000
Jefferson	1945 - 1954	1975 - 2004
Lincoln	1922 - 1942	1977 - 2005
Mann	1945 - 1958	1975 - 2008
McKinley	1925 - 1950	1986 - 2000
Miller	1927 - 1956	1980 - 2006
Mingay	1945 - 1949	1997 - 2015
Monterey	1920 - 1954	1975 - 1998
Providencia	1940 - 1953	1975 - 2003
Roosevelt	1925 - 1953	1986 - 2004
Stevenson	1948 - 1949	1998 - 1999
Washington	1925 - 1953	1977 - 2004
<u>Junior High</u>		
L. Burbank	1948 - 1954	1998 - 2004
Jordan	1948 - 1954	1998 - 2004
Muir	1952 - 1955	2002 - 2005
<u>Senior High</u>		
Burbank	1922 - 1949	1972 - 1999
Burroughs	1940 - 1958	1990 - 2008

Source: Inventory of Public School Facilities, California State
Department of Education.

LIBRARIES

There are presently four libraries in the city. The Central Library located at the edge of the City Center and three branch libraries. With the exception of the Buena Vista Branch which is an extension of the Central Library the two other branches serve primarily senior citizens and elementary school children.

Central Library. The central library which opened in 1963 is located at Olive Avenue and Glenoaks Boulevard. It contains 42,310 square feet of floor area on a site of some 56,904 square feet. Off-street parking is provided for 49 cars with additional parking available across the street. The book collection is 111,000 volumes.

Buena Vista Branch. "Located at the fairly busy intersection of Buena Vista Street and Verdugo Avenue, occupying a building constructed and owned by the library, it is a busy branch. The book collection totals ... (42,000) volumes. But it is too crowded to do a good branch library job." 9/ It contains 8,100 square feet of floor area on a site of some 18,350 square feet. Off-street parking is provided for 10 cars. It was the recommendation of Edwin Castagna that this branch be enlarged by 2,000 square feet in order to alleviate the present crowded condition. 9/

North Glenoaks Branch. "This branch occupies rented store space in a shopping area near the intersection of Glenoaks Boulevard and Scott Road approximately a mile and a quarter from the main business district and the main library. Its location may be considered acceptable. It has a small book collection of about ... (14,000) volumes." 9/

Wes. Burbank. "It occupies rented store space on Burbank Boulevard, approximately a mile from Buena Vista Branch, in an area of small stores. It is too small, with a book collection of about ... (19,000) volumes. The location is probably not the best for a branch in this part of the city, but there appears to be no 'natural' location for a library in West Burbank." 9/ It contains 2,100 square feet of floor area. No off-street parking is provided by the library. It was the recommendation of the Castagna report that a site closer to the intersection of Burbank Boulevard and Buena Vista Street, or Buena Vista Street and Victory Boulevard would be more desirable if it was the decision of the Board to continue the operation of this branch.

If the Buena Vista Branch were located in the vicinity of Magnolia Boulevard and Hollywood Way it could adequately handle the branch library needs for the area presently served by Buena Vista and the West Burbank Branch. However, because the Buena Vista Branch building is in excellent condition, a relocation of the branch would not be justified.

Table 25. Existing Facilities

	<u>Central Library</u>	<u>Buena Vista Branch</u>	<u>North Glenoaks Branch</u>	<u>West Burbank Branch</u>
No. of volumes existing.	111,000	42,000	14,000*	19,000
No. of volumes proposed.	200,000	50,000	10,000	18,000
Volume circulation	279,642	165,084	48,602	46,834
Off-street parking	49	10	23	0
Square feet of building	42,310	8,100	1,200	2,100

* Library overstocked.

Source: Edward C. Perry, City Librarian

"After a year or so in our new central facility we feel that the quantitative and qualitative improvement in services will demonstrate the improvement in departmental services possible in an adequate facility. We have considered in the past that our long range plans for improved physical plant should include three branch libraries, all in city owned building, in addition to the improved central facility. One of the three branches, Buena Vista, has been fully developed as a branch for a long time. The projection as to appropriate size for the other branches has been discussed many times, and while no final conclusions have been made insofar as a departmental recommendation is concerned, the feeling has been that a medium sized building would suffice in each case. That is to say, a building of 3,500 to 4,000 square feet. Neither temporary branch, i.e. West Burbank and North Glenoaks, has been able to reach enough library clientele or serve them effectively in their present quarters, and this leads to

the unfortunate assumption that a permanent facility may not be justified. Also there are current board reservations as to how the new central building will affect the branch library service picture. The probability is, therefore, that for the present the department will not be discussing branch plans with any view to making specific capital budget requests. Discussion to date has included such factors as the importance of relatively prominent locations. Certainly the deficiencies of the present rented store facilities in size and location bear out this point when it comes to making final choices for permanent facilities." 10/

Table 26 . Locational Guides for Branch Libraries

Size of building	3,500 - 4,000
Population served	30,000 - 40,000
Books per capita	2
Square feet per capita	.12
Service radius	1-1/2 mile
No. of volumes	18,000 - 20,000
Minimum volume circ.	75,000 - 100,000
Off-street parking	25*

*Based on 1-1/2 sq. ft. of parking for each sq. ft. of floor space.

Source: Based on discussion with Edward C. Perry, City Librarian.

Table 27 . Library Comparison Per Capita

	Minimum ¹ <u>Standards</u>	Burbank ² <u>Existing 1962</u>
Annual library expenditure per pita	\$3.50	\$4.50
Book stock per capita	2 vols.	1.95 vols.
Circulation per capita	8.5 vols.	5.74 vols.

Source: 1. The American Library Association. 2. See reference number 10 under Public Facilities.

GOVERNMENTAL ADMINISTRATION AND SERVICE BUILDINGS

Civic Center Area

The existing Civic Center Area in the city covers an area of about seven acres. It is located on Olive Avenue between San Fernando Boulevard and Glenoaks Boulevard and contains the City Hall; City Hall Annex; Main Library; Fire Station No. 1; and the County Courts Building. Since the area has never been designated as a Civic Center area pursuant to Chapter 4, Article 1, Section 65800 (d) of the State Planning Act it has not been possible to ensure that buildings within the area conform to an overall architectural plan.

The present physical relationship of the public buildings within the Civic Center Area is weak because of the unrelated private buildings interspersed between the public buildings and the width of Olive Avenue. The development of the public buildings has resulted in a lineal development up Olive Avenue rather than a core development that could be oriented to the pedestrian.

As an important part of the City Center of Burbank, this area has been incorporated into the City Center Plan.

Inventory of Existing Facilities:

City Hall. The present City Hall which was built in 1941 contains about 32,322 square feet of floor area. Eleven departments and offices presently occupy the building. Plans are presently underway for an extension to the City Hall. This would provide expanded facilities for the departments presently in the City Hall. In addition it is intended that the Recreation Department would be relocated from its present office space in the Olive Avenue recreation building.

City Hall Annex. The Annex which was completed in 1959 is occupied by the Police Department, Civil Defense Department and Communications Department. The building contains 27,700 square feet of floor area. It is assumed that police substations will not be needed since all areas of the city can be reached in about four minutes. Projected growth in population indicates that the present facilities are adequate.

Central Library. The recently completed central library is located on the same but expanded site of the former library. It is located north of Glenoaks Boulevard and contains 43,100 square feet of floor space.

Fire Station No. 1. The fire station was built in 1957 and contains 24,000 square feet. It is located on Olive Avenue between the City Hall and the central library.

County Court Building. This building which was completed in 1953 contains 33,900 square feet of floor space. It is across the street from the Police Annex which connects to the Courts Building by an underground tunnel.

Table 28. Public Building Space

Building	Land area covered	Number of floors	Total square feet of building
County Courts Building	11,300	3	33,900
City Hall Annex	13,850	2	27,700
City Hall	14,500	3	32,322
Fire Station # 1	12,000	2	24,000
Central Library	31,464	2	43,100
Municipal Services Building	14,840	2	29,680

Table 29. Inventory of Public Buildings

Name of Building	Date building completed
Animal Shelter	1953
Used by: Burbank Animal Shelter	
City Hall Annex and Jail	1959
Used by: Police Dept., Civil Defense Dept., and Communications Dept.	
City Hall	1941
Used by: Administrative Boards, Building Dept., City Clerk, City Council, City Manager, City Attorney, License Dept., Personnel Dept., Planning Dept., Public Works., Purchasing and Stores Dept., (Duplicating), and Treasurer.	
Fire Stations	
Site 1	1957
Site 2	1951
Site 3	1957
Site 4	1945
Site 5	1950
Site 6	1957
Libraries	
Central	1963
Buena Vista	1960
Park Department offices	
Olive Avenue Park	1941
McCambridge Park	1957
Verdugo Park	1946
Public Service Building	1962
Used by: Public Service Dept., and Finance Dept.	
Street Department Yards	1960
Used by: Street Dept. (sub. dept. under Public Works)	

FIRE STATIONS

The city is well served by existing stations. This is reflected in its fire rating of 3. Ratings are established by a private group, the National Board of Fire Underwriters, who determine the capacity and efficiency of community fire protection and assign a rating from one for the best to ten for the worst. A low rating for a city is reflected in reduced insurance rates for property owners. Insurance companies set their fire premiums for the various areas according to these ratings.

There are presently six fire stations serving the 16.9 square mile area of Burbank.

Site 1 located on Olive Avenue between Glenoaks Boulevard and Third Street. This station is located to give protection to the City Center and that part of the city lying east of Walnut Avenue and north of the Southern Pacific Railroad Line. This facility presently houses one engine company and a ladder company. Headquarters Company is also housed at this location. This station is designed to hold six companies.

Site 2 located at Whitnall Highway and Hollywood Way. This station with one engine company serves the area south of Chandler and west of Buena Vista Street. This station is designed to hold two companies.

Site 3 located on Buena Vista Street between San Fernando Road and Thornton Avenue. This station with one engine company primarily serves the industrial area between the Southern Pacific Coast Line and Scott Road. This station is designed to hold two companies.

Site 4 located at Burbank Boulevard and Lincoln Street. This station houses one engine company and a rescue company. It serves the area between the Southern Pacific Coast Line and Chandler Boulevard. The station could accommodate one additional company.

Site 5 located at Verdugo Avenue and Beachwood Drive. This station with one engine company serves the area south of Chandler Boulevard between Buena Vista Street and the Southern Pacific Main Line. The station is designed to hold two companies.

Site 6 located on Bel Aire Drive between Andover and Uclan Drives. This station with one engine company serves the area north of Scott Road and west of Walnut Avenue. It is designed to hold two companies.

Table 30 . Fire Station Summary

<u>Site</u>	<u>Existing Companies</u>	<u>Additional* Companies</u>
1	3	3
2	2	1
3	2	1
4	2	1
5	2	1
6	2	1

*Additional companies that could be stationed in buildings.

Fire Zones

The city is divided into fire zones which regulate the construction of buildings within the different zones. Fire zone number one is the most restrictive since it covers the high value commercial area while fire zone 3 which covers residential and manufacturing is the least restrictive. Fire zone four requires that new construction have fireproof roofing.

There are four fire zones within the City:

Fire Zone 1. San Fernando Boulevard and Magnolia Boulevard business areas.

Fire Zone 2. All commercial zones with the exception of those within Fire Zone 1.

Fire Zone 3. All residential and manufacturing zones with the exception of those within Fire Zone 1.

Fire Zone 4. The mountain area above a line which generally follows Sunset Canyon Drive, Bel Aire Drive, Hilton Drive and Kenneth Road.

Fire Standards

The following table roughly determines the number of engine and ladder companies required in a city of over 95,000 people. These standards are based on the total population and the number and distribution of buildings.

Table 31 . Maximum Distances for First Due Engine and Ladder Companies

Types of Areas Served	Communities with Population over 95,000*	
	Engine Company	Ladder Company
High value areas; major commercial and industrial districts	3/4 mile	1 mile
High density residential and apartment districts	1-1/2 miles	2 miles
Where life hazard is above normal	1-1/4 miles	1-1/4 miles
Single family residential district	2 miles	2 miles
Low density residential district. (Areas where the average distance between homes exceeds 100 feet)	All companies 4 miles	

* Communities over 95,000 require fire flow (water) up to 9,000 gallons per minute.

Source: National Board of Fire Underwriters Rating Manual as amended Jan. 1963.

The standards prescribe a minimum number of companies, but time - distance factors may increase the number actually needed. Additional criteria are natural and man-made barriers, which could affect the time - distance factor.

POPULATION CHARACTERISTICS

Population estimates. The population at the end of 1963 was about 94,600 people. Of this amount about 60,098 were in single family dwellings and 27,865 in multiple family dwelling units in residential areas. The remainder were living in commercial and industrial areas. The single family dwelling units presently consist of 58 percent of the total housing supply. The Land Use Report and building permit data, however, show that single family development is decreasing and multiple family residential development is increasing. Future single family residential development is limited to relatively few vacant parcels in the developed sections of the city, and in the undeveloped mountain area.

The main area of population increase will be in the multiple family areas.

Population growth. The earlier census figures reported here are for 1920 and show that Burbank had at that time a population of 2,913. The next decade showed an increased population of 13,749, or 472%. From 1930 to 1940 the growth of the city increased at a rate of 106.1% to 34,337. Or an increase of 17,675 persons.

The greatest population increase came during and following World War II with the tremendous increase in defense production. Between 1940 and 1950 the population increased by 44,240 or 128.8%. This rate of growth fell off during the period from 1950 to 1960, to an increase of only 11,578 persons or an increase of 14.7%. While some of this can be attributed to the decrease in defense production, the declining availability of vacant land was also an important factor, as the city approached a level of total urban development.

Table 33. Population Growth

Year	Population	Increase over preceding census	
		Number	Percent
1960	90,155	11,578	14.7
1950	78,577	44,240	128.8
1940	34,337	17,675	106.1
1930	16,662	13,749	472.0
1920	2,913	-----	-----

This approaching land use saturation will play an increasing role in the growth of the city. In the developed areas of the city there are only about 200 vacant residential lots available for development. Of the 1,600 acres of private land in the Verdugo Mountains much of it consists of slopes in excess of 30 percent. There is known to be a certain amount of instability in these slopes which will reduce the number of building sites.

Therefore future growth will be dependent to a large extent on increasing the number of families in the existing residential areas. This can be done by converting some sections of the single family areas to apartments as is presently being done and by building multi-story apartments in place of the present one or two story apartments.

Family Size. The average number of persons per dwelling unit has decreased in the last ten years from 3.11 to 2.85. This can be attributed to a combination of the following three factors. The aging population; scarcity of vacant land for single family development; and the number of multiple family units.

Burbank's median age increased from 32.2 to 35.2 years between 1950 and 1960. In comparison the median age in the Los Angeles-Long Beach Urbanized Area decreased from 33.7 in 1950 to 31.0 in 1960.

The near saturation level of the city particularly for single family development is another contributing factor to family size. There is a total of about seven acres available for development in the single family residential zone.

The third contributing factor to family size is the multi-family units which are replacing single family dwellings. The average persons per multi-family dwelling unit is about 2.2 persons. This is partially due to the large number of young married couples and to the present rental restrictions in over half the apartments which do not allow children. It is possible that as the availability of single family houses decreases there will be a greater tendency for families to remain in their apartment rather than moving into a single family home when they have children. This may subsequently cause a change in the policy of apartment owners relating to children. An increased vacancy factor in apartment units could also cause a change in apartment restrictions against children.

Table 33 . Population Age Group*

Area	% under 5	% 21 years and over	% 65 years and over	Median age
Burbank	8.4	66.2	8.3	35.2
Los Angeles S.M.A.	11.0	62.7	8.9	30.9
California	11.1	61.5	8.8	30.0

Density and Distribution. The area in square miles in Burbank is officially recorded as 16.941. Deducting the undeveloped hillside area of about 2,800 acres or 4.3 square miles leaves a developed area of about 12.6 square miles. Using the 1960 population of 90,155 this would give about 7,155 persons per square mile. With an estimated population of 93,420 for April 1963 there would be about 7,414 persons per square mile.

Family Income. The median family income in Burbank was \$7,757 in 1960. In comparison the cities of Pasadena, Glendale, and Santa Monica have median incomes of \$6,922, \$7,563 and \$6,845 respectively. The relatively high income in Burbank may be the result of the large percentage of persons in highly skilled jobs, and more than one person per family in the labor force.

Table 34 . Percentage of Families by Income Group*

<u>Income</u>	<u>Percentage</u>
Under \$ 1,000	1.6
1,000	3.0
2,000	3.9
3,000	5.5
4,000	6.6
5,000	9.5
6,000	11.2
7,000	10.8
8,000	9.8
9,000	8.4
10,000	22.0
15,000	6.5
25,000 or more	1.2

* Source: U.S. Bureau of the Census

Population Estimates

In establishing community goals, and in forming long-range proposals for the development of the city, it is necessary to establish the approximate optimum - maximum population which the city can accommodate. This population holding capacity is determined through a combination of interrelated elements. Long-range objectives and community-wide goals which establish the general character and type of residential balance which the city wishes to achieve are essential to the determination of the holding capacity. With a strong emphasis on retaining much of the existing single family residential areas, and of achieving an appropriate balance in the medium density and high density areas, the Plan will propose that the population capacity for the various residential areas (as expressed in density) in Burbank, not be allowed to exceed a designated number.

Method used in determining holding capacity. When the density is determined for each residential area it is possible to estimate the holding capacity of the city. Density is the ratio of people to the amount of land area in which they live. This ratio is expressed in terms of family dwelling units per acre. Net residential acres means the land contained within the residential site used exclusively for residential purposes, the street acreage and other non-residential acreage having been deducted from the gross site area. Thus the number of family units per net residential acre is an index of the population density for a given acre. For example, a low density figure of seven families per net residential acre indicates single family homes on lots averaging about 6,000 square feet. The existing zoning ordinance uses density zoning in the R-1, R-1-1/2, and R-2 Zones. In the case of the hillside density the terrain and the desire on the part of the developers to cluster houses may require the use of a gross density rather than a net density. The method employed to determine holding capacity is as follows:

1. Measure the total amount of land in acres within each residential area.
2. Reduce these gross areas to net by deducting the amount of land devoted to streets, schools, parks and other non-residential uses.

3. Calculate the number of dwelling units according to the proposed density that could be accommodated on the net acreage.
4. Convert the dwelling units to population by applying an appropriate family size to the units for each of the densities.

Summary

The approaching land use saturation will play an increasing role in the growth of the city. In the developed areas of the city there are less than 200 vacant residential lots available for development. Of the 1,600 acres of private land in the Verdugo Mountains much of it consists of steep slopes. Therefore, future growth will be dependent to a large extent on increasing the number of families in the existing residential areas. This will occur through the replacement of single family homes by apartments as is presently being done and by building multi-story apartments in place of the present one or two story apartments.

There should be a strong emphasis on retaining much of the existing single family residential areas and maintaining a suitable balance of densities in the multiple family areas. This should be an expression of community policy that the population capacity for the various residential areas (as expressed in density), not be allowed to exceed a designated number.

Census Tract	3101	3102	3103	3104	3105	3106	3107	3108	3109	3110	3111	3112	3113	3114	3115	3116	3117	3118
Population	4,361	6,693	4,288	4,116	3,363	5,499	7,081	5,582	7,384	4,327	4,286	3,384	4,356	2,555	5,745	6,359	6,135	4,639
Household Size	3.63	2.78	3.99	3.17	2.81	2.91	2.19	2.73	3.08	2.95	3.30	2.80	2.89	2.70	3.00	2.35	2.75	2.77
Occupied Dwelling Units	1,200	2,410	1,074	1,299	1,196	1,884	3,166	2,035	2,400	1,467	1,296	1,209	1,506	945	1,974	2,701	2,226	1,673
No. Persons Age 5 to 17																		
Age 5	129	76	138	90	61	88	77	63	127	82	77	56	64	30	78	70	80	86
Age 6 - 11	711	547	845	447	376	550	401	441	733	428	474	329	401	223	584	435	514	420
Age 12 - 14	305	339	310	269	141	365	184	328	445	225	252	164	246	145	334	229	333	201
Age 15 - 17	219	393	258	235	135	328	211	298	398	220	271	159	222	114	323	246	382	192
Persons Per D.U. By Age and School Type																		
5 (K)	0.108	0.032	0.129	0.069	0.051	0.047	0.024	0.031	0.053	0.056	0.060	0.046	0.042	0.032	0.040	0.025	0.036	0.051
6 - 11 (1-6)	0.592	0.226	0.186	0.344	0.314	0.291	0.126	0.216	0.305	0.291	0.365	0.272	0.266	0.235	0.305	0.161	0.230	0.251
5 - 11 (K-6)	0.700	0.258	0.915	0.413	0.365	0.338	0.150	0.247	0.358	0.347	0.425	0.318	0.308	0.267	0.345	0.186	0.266	0.302
12 - 14 (7-9)	0.254	0.140	0.288	0.207	0.117	0.193	0.056	0.161	0.185	0.173	0.194	0.135	0.163	0.153	0.174	0.084	0.149	0.120
15 - 17 (10-12)	0.182	0.103	0.240	0.180	0.112	0.174	0.066	0.146	0.165	0.149	0.209	0.131	0.147	0.120	0.168	0.091	0.171	0.114
Percent of Single Family D.U.	100.0%	91.6%	100.0%	75.1%	82.8%	63.4%	64.2%	88.1%	90.2%	79.8%	94.2%	85.2%	94.1%	92.5%	87.3%	58.3%	80.3%	70.1%
Median Family Income	\$10,676	\$ 8,105	\$10,784	\$ 8,024	\$ 6,284	\$ 7,442	\$ 6,163	\$ 7,410	\$ 7,758	\$ 7,634	\$ 7,868	\$ 7,313	\$ 8,065	\$ 7,692	\$ 7,521	\$ 7,400	\$ 8,838	\$ 6,639
Median Age																		
Male	31.2	40.4	25.8	30.3	28.2	31.6	36.7	35.8	33.2	32.3	32.6	33.2	36.7	40.0	33.5	36.2	38.4	29.5
Female	30.7	41.7	29.2	32.5	27.4	33.9	41.5	38.3	34.9	34.7	33.5	36.8	38.6	41.8	37.0	38.3	40.3	30.6
Structures % Age																		
50+	81.9%	26.7%	98.5%	35.1%	31.7%	30.2%	22.8%	18.0%	13.0%	20.6%	5.9%	18.9%	18.8%	13.2%	13.2%	31.0%	24.6%	41.1%
40-50	7.6	15.6	1.5	56.8	47.4	51.4	23.9	45.6	61.5	65.1	81.2	62.6	59.7	52.3	57.4	47.2	47.5	28.9
-40	10.5	57.7	---	8.1	20.9	18.4	53.3	36.4	25.5	14.3	12.9	18.5	21.5	34.5	29.4	21.8	27.9	30.0

Source: U.S. Bureau of the Census.

SPECIAL USES

Special uses are the quasi-public uses in the city. They include private schools, hospitals, cemeteries, golf courses, churches, lodges and meeting halls. The Land Use Inventory recorded some 142 acres devoted to these uses. The General Plan Map will only designate the location of private schools, hospitals, cemeteries and the private golf course.

The following is an inventory of existing private schools and hospitals.

Private Schools.

There are ten private schools in Burbank and one adjacent to the city in Los Angeles which students from Burbank attend. They have a total enrollment of about 3,750 students of which 2,400 are from Burbank. This amounts to 13.2 percent of the school children in Burbank's public schools.

The Church schools teach through the 9th grade level and are accepted for transfer credit into the Burbank Unified School District. Enrollment is not restricted to the residents of Burbank.

Table 36. Private School Enrollment April 1963

School Type	Present Enrollment	Students from Burbank
<u>Elementary</u>		
American Lutheran Church Day School	100	80
First Lutheran	126	123
St. Finbar	715	697
Francis Xavier	449	400
St. Patrick (not in Burbank)	---	53
St. Robert Bellarmine	586	429
Village Christian	---	143
<u>High School</u>		
Bellarmino-Jefferson	482	266
Providence	537	168
Villa Cabrini Academy	<u>206</u>	<u>45</u>
TOTAL	3,750	2,404

Source: School enrollment data obtained from individual schools.

Hospitals

Hospital needs are presently provided for by three hospitals all located within the city.

Burbank Community Hospital is located at East Olive Avenue and Fifth Street. This facility has a maximum capacity of 78 beds. A remodernization program is planned. It will not, however, increase the number of beds.

Magnolia Park General Hospital is located at West Magnolia Boulevard and Maple Street. This facility has a maximum capacity of 12 beds. There is no expansion planned.

St. Joseph Hospital is located at South Buena Vista and Alameda Streets. This is the largest of the three hospitals. There are presently 371 beds in use. The Master Plan for the hospital indicates another wing.

The Plan does not propose any additional hospital facilities at this time.

UTILITIES

Electrical. The major component of the Electric Utility are five steam-electric generating units, two switching-distributing stations, five distribution stations, 4,880 distributing transformers, and over 250 miles of overhead and underground distribution circuits. In general, the power is distributed to customers via overhead distribution lines running along rear property lines or alleys.

The utility's total generating capacity (name plate) will be 69,000 kilowatts (thermo) plus 5,109 kilowatts (hydro) at the start of 1965, when a new 55,000 kilowatt thermo unit, now under construction, is completed.

A high capacity inter-tie is maintained with the Los Angeles Department of Water and Power through their receiving Station E for the exchange of the emergency and/or surplus power.

In 1963 sales to all customers amounted to 513,000,000 kilowatt hours with 20% going to residential consumers, 32% to commercial, 42% to industrial, and 6% to other miscellaneous consumers. Kilowatt-hour sales have doubled the last eleven and one half years.

In September, 1963 the Utility supplied power for a record peak load of 111,300 kilowatts. The system demand doubled in the last eleven years.

The number of meters in service at the end of 1963 was 39,698. Meters have doubled in the last 19-1/4 years.

Forecast for future system consumption, i.e. sales plus losses for the next ten years by millions of kilowatt hours is:

1963 - 550	1969 - 685
1964 - 570	1970 - 710
1965 - 590	1971 - 730
1966 - 615	1972 - 755
1967 - 640	1973 - 775
1968 - 665	

Water. Eleven city wells supply 81 percent (1961-1962), and 76 percent (1962-1963) of the total city requirements. The balance of the water needs are purchased from the Metropolitan Water District. Water is stored in five large concrete reservoirs and several steel tanks. There are plans for two additional reservoirs; one near Bel Aire Drive and Cambridge Drive and one near Keswick Street and Frederic Street.

The total amount of water delivered to the system during the fiscal year 1962-1963 was 1,089,784,400 cubic feet. Of this amount there were 1,053,710,800 cubic feet sold. This amounts to an average daily per capita consumption of 240.2 gallons. Over the past ten years there has been an approximate 1-1/2 percent annual increase in water consumption. The maximum daily per capita water consumption amounts to about 340.5 gallons. The average water consumption in gallons per day was 22,333,115. The highest production for one day was 42-1/2 million gallons. It is estimated that the system is able to produce 45 million gallons per day.

Storm Drains. The Land Use Inventory recorded approximately 94 acres of land devoted to storm drains. This included drainage channels and the debris basins located in the mountain area.

The city has a Master Plan of a storm drain system which was prepared in June, 1963. This map shows all existing and proposed storm drains in the city.

Sanitary Sewer. The sewer capacity has been calculated by the Public Works Department. The existing flow and maximum flow was estimated for persons per gross acre and maximum person per gross acre by areas tributary to each trunk line. The ultimate population for each area was calculated based on the General Plan densities.

Refuse Disposal. Since November, 1949 the city has been engaged in a Reclamation Fill Project for the disposal of garbage. The present site in the mountain area below the Starlight Bowl will be usable for another four to five years. When the fill is completed there will be a level area of about seven acres for park development. About 2.63 pounds per capita per day of garbage and rubbish are collected, based on a six day week. This amounts to 820 pounds per capita per year or about two cubic yards when compacted in garbage trucks. Two areas west of the existing site containing 174 acres have been purchased for future disposal areas.

PROGRAMS

PROGRAMS

The determination to appraise, to coordinate and to plan for the future is the first step in fulfilling the potential of a city. It means that the combined efforts of the city government, the civic bodies and the citizens are joined in the agreement that the future development and growth of the city can be directed in an orderly manner. This agreement is represented in the General Plan which will serve as a guide for the development of the city in the future.

The Plan itself can accomplish little more than stir the imagination and energies of the people, but the Plan becomes valuable as the recommendations, the proposals and objectives are realized through official action and civic cooperation. It then serves to direct the development, change and future growth of the city. To achieve these programs, procedures must be established. It will also be necessary to refine and update the planning tools, zoning, subdivision and related ordinances, in order that they will function more effectively in accomplishing the goals set forth in the General Plan.

Adoption of the Plan

In order to become the official guide for Burbank, the General Plan must first be adopted. The procedure for adoption is set forth in the State Planning Act. In general, it calls for the following actions:

1. Notification of the proposed public hearings to be published in a newspaper of general circulation in the community. This notice should appear at least ten days prior to the first hearing and should indicate the time and place of the hearing.
2. The holding of at least two public hearings on the Plan by the Planning Board. Following the conclusion of the hearings, the Board should hold such study sessions as are necessary to consider any proposals presented by the public. The Board then instructs the staff to prepare the Plan for adoption and submission to the City Council.

3. The Board, at a regularly scheduled meeting, adopts the Plan by resolution and then recommends the Plan to the City Council.
4. The City Council would set a time and place for its public hearing on the Plan, and authorize the publication of the notice.
5. The same procedure of notification is required for the City Council hearing as is set forth for those held by the Planning Board.
6. The City Council must hold at least one public hearing before it adopts the Plan.
7. If, following the hearing, there are changes to be made in the Plan, then the City Council must refer these changes back to the Planning Board for a report. The Board must hold at least one public hearing before reporting back to Council. This report must be made by the Board within 40 days.
8. Following receipt of the Planning Board's report, the Council must hold at least one public hearing before adopting the Plan by resolution.
9. After the adoption of the resolution, the General Plan is the official land use and circulation policy of the city and it must be applied in all Planning Board actions.

Implementation of the Plan

Putting the Plan to work for the improvement of Burbank begins with the first action of the Planning Board and City Council in carrying out the programs by using the policies indicated in the Plan to guide the development of private property and the acquisition and improvement of the public facilities proposed. These actions are related to both the adoption of precise plans and ordinances and in the careful expenditure of public funds for the facilities indicated on the General Plan.

There are several agencies which can utilize the Plan immediately after its proposals become the policy of the city. The City Council will be in a position to effectuate a Capital Improvement Program. This should include methods of financing and acquisition of much needed park areas and other facilities. The City Engineer will have an adopted

policy to assist his determination of a sound highway planning program. The Parks Department can develop a long range park and recreation program. Private individuals implement the Plan as they invest in new buildings and engage in activities indicated as appropriate in relation to all other land uses.

Plan Coordination

One of the most difficult phases of the planning process is that of guiding the implementation of the General Plan once it is adopted by Council.

Many cities depend upon an informal harmonious working relationship among the various departments. However, such a method leaves a great deal to chance, and any change in staff can affect a relationship which is dependent upon personal contacts rather than on an established policy and defined procedures. Such a liaison is also normally limited to isolated and particular problems rather than major overall policy concerned with directing the physical development of the community. As a result of this ad hoc relationship the various city departments can unwittingly be working at cross purposes with other departments.

While it is the responsibility of the Planning Director, reporting to the City Manager, to coordinate the projects, programs, and activities concerned with planning, it is our belief that a much closer liaison could be maintained by having a committee of department heads.

This situation was recognized by the City Manager in the early development stages of the General Plan when he appointed a committee of department heads known as the "Interdepartmental Committee for Revision of the Master Plan". This committee met with the Planning Consultants during the preparation of the Plan.

It is recommended that the function of this committee be recognized as an important and integral part of the city administration at the staff level so that the various departments can work towards common planning goals, and so that the timing of various planning activities or projects will harmonize with those of other departments.

It should be comprised of the city department heads and other officials directly concerned with the implementation of planning proposals. The following membership is suggested:

City Manager (Chairman)
Planning Director (Secretary)
City Attorney
General Manager, Public Service Department
Public Works Director
Parks and Recreation Director
Building Superintendent
Police Chief
Fire Chief
City Librarian
Finance Officer
Civil Defense Director
License Department Superintendent
Superintendent of Schools

This staff coordinating committee would have the following purposes:

1. To ensure that the various aspects, (engineering, legal, financial, etc.) of any major planning proposal are known to the officials concerned, and approved by them, prior to presentation of the proposal to the Planning Board and/or Council; thus avoiding any possibility of such a matter being considered by the Planning Board or Council without the knowledge, advice or support of the administrative staff or city boards.
2. To coordinate the implementation and administration of official planning policies.
3. To consider the details of development policies and to bring them to the attention of the other members within their individual departments who are concerned with implementation of the General Plan.
4. To prepare the Capital Improvement Program and a Capital Budget.

The committee would be essentially a technical body whose main function would be to deal with the specialized aspects of planning proposals and plan administration. All major reports and recommendations for the physical development of the city should be reviewed by the committee before the final draft and to take the committee reactions into account before preparing the final version. This would not, of course, apply to routine matters or questions of detail, which should be dealt with as necessary by the officials concerned. All committee members should

be called to attend meetings at which broad policy matters would be discussed. However, for meetings of interest to specific departments, only those department heads directly concerned would be called. Committee members unable to attend should authorize a member of their staff to represent them.

The staff coordinating committee should also work closely with adjacent cities in an area-wide effort to cooperate for the purpose of securing better development throughout the area. This can be partially accomplished by coordinating the General Plans and establishing reasonably similar standards especially for the various classifications of streets and highways which extend through the different communities.

In addition, the staff coordinating committee should coordinate the location of utility installations with the General Plan in order to serve increased population and additions to existing load capacities.

Community Improvement Program

The Burbank General Plan becomes valuable to the extent that it is used to guide private and public development. There are two main processes that can be used for putting a plan into effect: first, those processes applied to the development and use of private property such as subdivision, zoning and building regulation; and second, those processes applied to public property and public service, namely a Capital Improvement Program based on a long-range financial plan for the city. The Capital Improvement Program becomes an extension of the process in which the General Plan is the first step.

The State Planning Act assigns to the Planning Department the task of developing the Capital Improvement Program:

"65549. At least three months before the end of each fiscal year each . . . city officer, department, board, or commission . . . whose functions include recommending, preparing plans for, or constructing, major public works, shall submit to the . . . planning commission or planning department a list of the proposed public works recommended for planning, initiation or construction during the ensuing fiscal year.

"65550. The . . . planning commission or planning department shall list and classify all such recommendations and shall prepare a coordinated program of proposed public works for the ensuing fiscal year

"65551. Whenever a . . . city planning commission and a . . . city legislative body has adopted a master or general plan . . . no street, square, park or other public ground or open space shall be acquired by dedication or otherwise, no street shall be disposed of, closed or abandoned, and no public building or structure shall be constructed or authorized . . . until its location, purpose, and extent have been submitted to and reported upon by the planning commission having jurisdiction."

The present 10 year Capital Improvement Program which was inaugurated in April 1955 is due to be completed in 1965. It is recommended that a six year Capital Improvement Program be established on a continuing basis by adding to it each year the program for another year.

The staff coordinating committee should review each year all proposed public works and prepare a proposed Capital Budget, which would be a one year "slice" of the six year Capital Improvement Program. Any changes in priority, projects, financing, or operation can thus be reflected in the subsequent years.

With the continued use of a Capital Improvement Program, the Council and the Administration will be able to support needed improvements or, on the other hand, explain the necessity for the postponement of certain community projects. This means that the city can continue to follow a steady course of public improvement and development as it has done over the past ten years, in contrast to being pressured by sporadic and fluctuating interest for individual projects. It also means that the city departments can have adequate time for planning specific improvements in advance. City personnel can work ahead on the needs of the community in the order of priority and thus there can be a greater efficiency in the use of personnel. When municipal bond votes are necessary, the advanced scheduling of the Capital Improvement Program enables the city to secure public understanding and support in advance, assuring a higher degree of voter approval.

The Citizen's Role in the Planning Process

The realization of almost every feature recommended in the General Plan will depend on the understanding and support of the people of the city of Burbank. For this reason the Council in March, 1964 appointed a twenty five member citizens' committee to review the proposed General Plan so that a composite cross section of representative citizens' opinion could be obtained.

After adoption of the Plan the role of the citizen becomes more important as he is called on to support the development of the facilities identified on the Plan and, even more important, to make sure that the Plan adopted, with his support, is not ignored or violated for short-sighted objectives or short-term gains.

The importance of the Plan to the citizen can be very great. It can provide for a continuity of policy in land development that will secure and enhance his personal investments in home, commerce and industry by preventing those piecemeal, unrelated changes that tend to depreciate property. The Plan itself, serves as a guide for sound coordinated land development and in addition, the procedures for adoption and amendment provide for hearings that will offer opportunities for every land owner to present his views on the effects of such changes.

It is recommended that the City Council retain the Citizens' Advisory Committee and that it be convened each year to assist the Planning Board and the staff coordinating committee in the review of the General Plan.

Public Information Program

The success of a long-range plan depends upon broad public interest, understanding, and continuous support.

Programs and accomplishments of the General Plan must be published annually, as required in the State Planning Law.

"65541. After the adoption of all or part of the master or general plan, by the . . . planning commission, the commission shall render an annual report to the . . . (City Council) on the status of the plan and progress in its application."

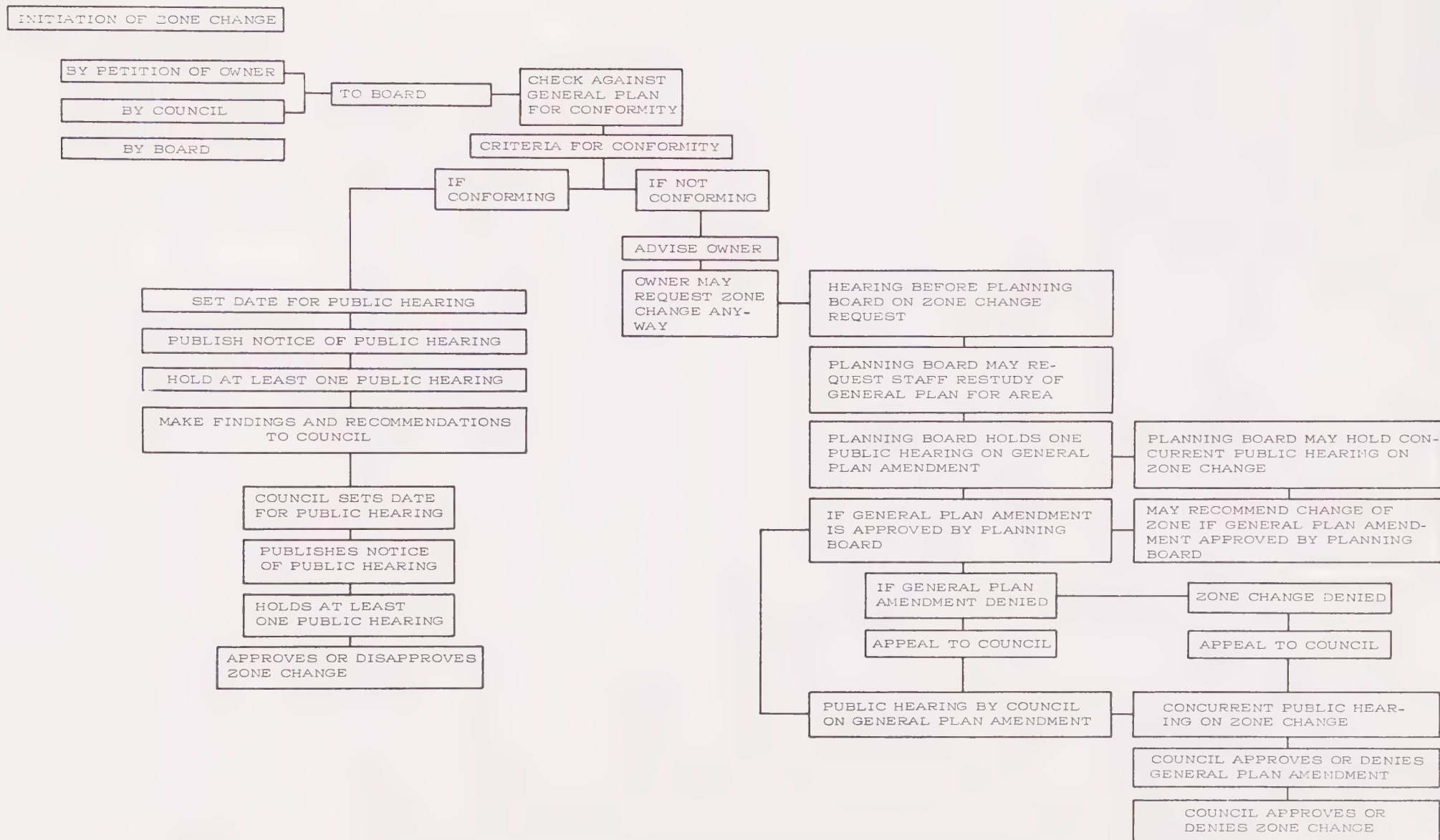
A public information program should be initiated so that the public is kept informed.

Development Control Through Zoning

The General Plan is not a Zoning Plan but rather a guide to zoning actions which may be taken by the Planning Board and the City Council in the future. Zoning establishes precise districts within which uses that are compatible and related to one another are permitted. It is a tool of planning whereby the growth and development of the city is regulated and channeled in the direction established by the General Plan. The present zoning does not necessarily reflect ultimate development as shown by the Plan. There are areas where the present zoning protects the existing uses until such time when the ultimate use proposed by the Plan is appropriate. In these instances the land will not be rezoned until the area and the property owners are ready for the projected use.

The way in which zone changes can be related to the General Plan is illustrated on the chart on the following page. Criteria for ascertaining the conformity of a proposed change within the General Plan can be set forth, giving applicant, administrator, and Board a common point of reference. The operation of this procedure will subject the Plan to the regular review which is essential to its continuation.

Table 37



RECOMMENDED ZONE CHANGE PROCEDURE AS IT RELATES TO THE GENERAL PLAN

Updating Information

The Land Use Map should be kept up-to-date to maintain its value to the city. The Land Use Inventory data and zoning comparisons should be kept current. They represent a vast amount of data which is most valuable as a basis for recording and understanding community growth. The Map and Inventory are also indicators of the effectiveness of the Zoning Plan and the General Plan if they are kept up-to-date.

Additional Plans and Studies to be Undertaken

It is recommended that the following studies and plans be done:

Parks and Recreation Plan. A plan should be prepared identifying specific locations for recreation sites, the facilities to be ultimately provided at each, the size of the facility, and the cost. A priority system for acquisition and development should be prepared as part of the Capital Improvement Program.

Civic Center Area. A precise plan for the Civic Center Area should be prepared in conformance with the General Plan.

Mountain Area Plan. A long-range development plan for the recreation use of the mountain area should be developed in conjunction with the parks and recreation plan. This plan should establish a priority for land acquisition in the area.

Park-School Coordination. A joint committee should be formed by Council, the Parks and Recreation Board and the School Board to consider how more effective use of park and school recreation facilities could be achieved.

Tree Planting Program. A program should be established for the planting of trees along the approach streets designated on the General Plan.

Review of the Plan

To ensure that the Plan stays up-to-date with new unforeseen changes in the region and the community there should be a complete review of

the General Plan every five years. This would include a review of the planning policies and community objectives and the Map. In addition, if at any time it is felt that certain features of the General Plan are outdated or that certain new features should be added, studies should be prepared to indicate how and in what manner the plan should be changed. In making the changes, the new considerations should be examined, not only as to their own value but in terms of how they would affect the other elements of the community.

Elements that were proposed such as parks and other public facilities that have been developed since the adoption of the Plan should be shown on the map as existing.

Amending the General Plan

Amendments to the Plan follow the same procedure as those for adoption with the exception that only one hearing is required before the Planning Board.

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REFERENCES

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Utilities

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PARTICIPANTS

PARTICIPANTS IN THE PLAN PREPARATION

Responsible Agencies

Preparation of the Preliminary General Plan is the responsibility of the Burbank Planning Board with funds supplied by the City Council.

Technical Advisory Committee

The City Manager established an interdepartmental committee to assist the Planning Consultants in the preparation of the General Plan. The City Attorney and the following department heads were members of this important committee:

John L. Richerson, Planning Director - Chairman
Ralph Foy, General Manager, Public Service Department
Fredrick C. Butcher, Public Works Director
George Izay, Parks and Recreation Director
William Watterson, Building Superintendent
Rex R. Andrews, Police Chief
William J. Taylor, Fire Chief
E. Caswell Perry, City Librarian
Joseph G. Ferrick, Finance Officer
Paul R. Adams, Golf Manager
Don M. Watson, Civil Defense Director
Archie D. Strayer, License Department Superintendent

Citizen's Advisory Committee

A citizen's planning committee was appointed by the City Council to study the preliminary General Plan and make recommendations to the Planning Consultant, Planning Board and City Council.

The committee is composed of community leaders, including businessmen from professional, civic and community organizations.

H.B. "Jerry" Bank, Chairman

Harry Keller, Vice Chairman

Ken Barnett
Robert Birren
Ross A. Clark
George Cowgill
Charles "Chuck" Fabian
John E. "Ed" Farrell
Madolyn Felker (Mrs. Peter J.)
Paul Grant
Frank Harmon
Mrs. Eleanor Hiller
Keene Jackson
Joe Jordan

Walter Long
Mrs. Marjorie Mount
Walter Nielsen
Mrs. Salvatore Porretta
Jack Preston
Eugene Radding
Elwood "Woody" W. Richardson
William "Bill" Verner
Lin Werner
Dwight Williams
Leland C. Young

Participating Departmental Staff

Engaged in the preparation of the General Plan with the Planning Consultants have been the following municipal staff:

Planning Department

John L. Richerson, Planning Director
Henry Terashita, Principal Planner
George Nony, Senior Planning Assistant
Raymond L. Mullin, Planning Assistant
Roger K. Ingraham, Planning Aide
Eleanor V. Porter, Administrative Secretary
Charlotte A. Ogden, Stenographer

Parks and Recreation Department

George Izay, Director of Parks and Recreation
James Cowie, Superintendent of Parks
William F. Keller, Superintendent of Recreation

Public Works Department

Fredrick C. Butcher, Public Works Director
Robert L. White, Assistant City Engineer
George W. Bullock, Traffic Engineer

Participating Agencies

The Plan was prepared with the advice and cooperation of the members of the technical staff of the various government agencies.

Board of Education
Library Board
Parks and Recreation Board
California State Highway Department
Glendale City Planning Department
Los Angeles City Planning Department

Participating Staff of Eisner - Stewart and Associates

Simon Eisner, Partner in Charge
Edmund T. Ames, Project Coordinator. Preparation of
General Plan
Lyle A. Stewart, Preparation of plans and proposals for the
Verdugo Mountains and the City Center
Wesley T. Chambers, Economic Analysis for the City Center
John C. Morley, Graphic Illustrations and Drafting
Mildred L. Muns, Stenographic

GENERAL PLAN MAP

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